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TakingItEasy

In London, the crew of the ambulance service cannot be called (because of European Union labor rules) for rescue purposes during the first 20 minutes of their **half-hour break.** Consequently, a 73-year-old man died of a heart attack while waiting for an ambulance.

A licensed private investigator working on contract with the police needed to get some evidence on a strip club accused of **promoting prostitution.** He said he paid a woman $300 for a legitimate dance in a private room, but by the time she had "finished'" he owed her $500 more for "additional" services. He said, "I know I wasn't supposed to go all the way, but I didn't have the time to clear my head. I was aroused. I was waiting for the cavalry to come over the hill." And so it came—but at a price.

This guy and his wife were arrested for conspiracy to rob a credit union. The informant said they had planned to make their **getaway by floating on inner tubes** down the nearby river.

Now here's a decent basis for a medical malpractice lawsuit. **A transgendered patient** filed a lawsuit against a plastic surgeon. It seems her saline breast implants had moved to her armpits.

Here's a handy chimpanzee we should all have hanging around our house. A female chimp escaped at the zoo where she lived. In tracking her down, they found her going into a bathroom, grabbing a brush (hopefully, not someone's hairbrush) and **cleaning a toilet.** Then, needing more chores, she wrung out a sponge and cleaned off a refrigerator.

A woman was fired by a hotel company, so she applied for unemployment compensation for benefits to employees terminated through no fault of their own. But the judge found that she had written a 300-page journal, during office hours, which told of her **efforts to avoid work.** Among her entries: "This typing thing seems to be doing the trick. It just looks like I'm hard at work on something very important." And "Once lunch is over, I will come right back to writing to piddle away the rest of the afternoon." Her request for unemployment compensation was denied.

A 29-year-old man **shaved his body** in order to pass himself off as a 12-year-old. Then he found himself two male accomplices (one 61 and the other 43). All three were arrested when the 61-year-old tried to enroll the 29-year-old in a charter school as a boy.

A man wanted to rob a bank, so he went in to the nearest bank and told the employees he had come to rob it. Then he handed a teller his driver's license and a money order to be cashed. The teller asked if he had an account to which the man replied, "This is not a joke. I have a gun. I do this for living." But then he opened his bag, and there was obviously no gun. He next **asked for a tissue** for his runny nose, which the teller didn't have, so the man said he'd be right back after he went across the street to get some tissues. When he returned, he had a welcome committee awaiting him.

If this doesn't get you salivating, nothing will. There's illegal importation and sale of **uninspected exotic meat** for the city's immigrant population in New York. Here are a few of the items: bush meat (whatever that is), armadillo, iguana, cow lungs, smoked rodent, an unidentified fish paste, as well as turtles and bullfrogs and, occasionally, even endangered gorilla and chimpanzee meat.

A report from England recently warned that priests were becoming **harshly negative** thereby creating an "irritable clergy syndrome." It seems priests are bothered by having to be nice to everyone all the time.

Just because someone is a lawyer, doesn't mean he or she is smart. A guy was on death row for murder and it seems his lawyer had **never learned the guy's real name.** And to add insult to injury, he (the lawyer) couldn't even spell the name he thought the guy had. But, alas, the U.S. Court of Appeals didn't think better representation would have helped the obviously guilty guy.

These **two old farts were having an argument** that resulted in one pulling out a gun and shooting the other. What were they arguing about? How tall the late singer James Brown was.

The police caught a man with illegal emergency lights attached to his car. At the sentencing for impersonating a police officer, he said he did it **"to get home quicker,"** and he thought the flashers were "cool and a fantastic time saver" because he could drive through red lights. Well, what the hell, he was honest, wasn't he?

There's a law on the books in Memphis, Tennessee, whereby **a woman is not to drive a car** unless a man warns approaching motorists or pedestrians by walking in front of the car that is being driven. Helluva good idea.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 409 • JULY 2007

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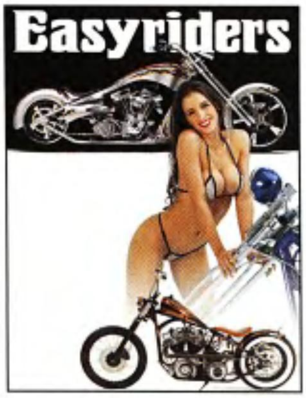

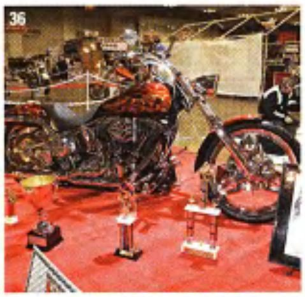

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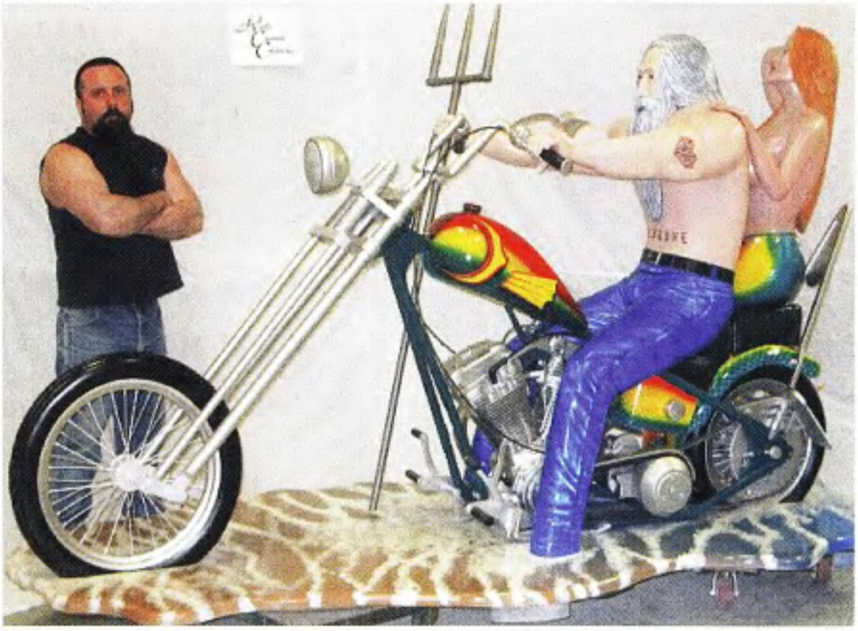

Dave Mann Woodcarving

Enclosed are photos of my latest woodcarving that was inspired by David Mann's painting titled *Neptune's Ride*, which shows King Neptune sitting on his ride, parked in the surf, with his ol' lady mermaid on the back. It's all life-size, carved and built in intricate detail, then airbrushed. Every nut, bolt, spoke tensioner, cable, wire, carburetor jet—even the battery under the seat is present and accounted for.

I spent 10 months—over 1,600 hours—bringing Mann's painting to life. It has appeared on television and in Maine newspapers, but there is only one publication I truly wanted to make aware of my creation—and that is *Easyriders*.

Rod Whitten
Manchester, Maine

Had To Say It

I just had to say it. I watched *American Chopper* about three weeks ago. They were showing where OCC is building their manufacturing plant in New York, which is great for them. [I'm] glad to see them turning it into a profitable expansive operation for themselves.

Thing is, if you were to watch the ground breaking ceremony, the governor of New York decided to say that since

they were building that factory, they would be basically getting bigger than Harley-Davidson—they would be able to give Harley a run for their money.

I know he'd be protected by freedom of speech, but that is just so wrong that I had to voice my opinion. Harley started it all. All things were derived from what they saw—the vision they had. Now, Harley is over 100 years young in this business. Nothing against OCC, but I do have to say New York's governor needs to do more research before saying anyone else could give Harley a run for their money or be bigger than they are.

Mike "Jester" Rochford
Alabama

A Correction

I got my April issue yesterday. Thanks for printing my letter, but you spelled my name wrong. It is spelled PARKS. I've since joined AMA and am a member of AMA Helping Hands. If a biker passing through Denham Springs, Louisiana, has trouble and needs help (any biker, not just AMA members), he won't be able to find me in the phone book. Please correct the spelling of my name.

Ralph L. Parks
Denham Springs, Louisiana

Sorry Ralph, please do accept our most humble apologies.

An Old Friend

It's been a while. I was a subscriber back in the late '70s and just recently picked up an issue. I was blown away by the article written by Dave Nichols regarding Michael Lichter's moto-photojournalist art (March 2007). Yes, it has been a long time since *School's Out*.

Keep up the great work, and I'll be looking forward to more spring issues. Reading the March issue was like a visit with an old friend.

J. Toman
Fair Lawn, New Jersey

Thanks for the kind words. Glad you're still with us.

Indians and Victorys

Hey guys, how about a little more coverage on Indian and Victory motorcycles. Everyone loves to look at custom Harleys and choppers, but there are more American bikes out there. Victorys are about 20% more American-made then Harleys and the new ones—like the Vegas Jackpot with Arlen Ness accessories—are innovative and stunning. Victorys don't have much history behind them, but that's really not a good excuse for ignoring them.

Indian is about ready to start up production again. I'd like to see and hear a review of their new bikes. You give BMC great coverage and they have RevTech motors that aren't U.S. made but copies of the Harley design. Let's support and cover the U.S. bike market fairly and thoroughly to give consumers an American made choice.

Your reviews are outstanding and give readers some knowledge as they walk into the showroom. We don't have to be in bed with Harley. Competition will make Harley a better product and we'll all benefit from that.

Al Rinaldo
Rockford, Illinois

Greybeard in Love

Just purchased a fairly original '44 UL *(shown below)*. But one problem. I have a few hand-grenaded discs in my lumbar.

Option one: (Not an option) Sell the classic sled.

Option two: Spring the saddle. (Not sure I can, or want to, ride a pogo stick.)

Option three: Have my back welded. (I would kinda like to keep my human suit intact.)

Option four: Ask the pros. Any suggestions other than quiet snivelin'?

Cowboy
So. Arizona

Damn! And our initial response was going to be: Cowboy up! Seriously, though, Paul Cox makes a cool air suspension set up for solo seats called a Rigidaire kit that might solve your problem. The kit includes everything you need. Give him a call at 718-609-9067. Also, if you haven't tried Harley's original pogo set-up, it's a lot more comfortable than you might think.

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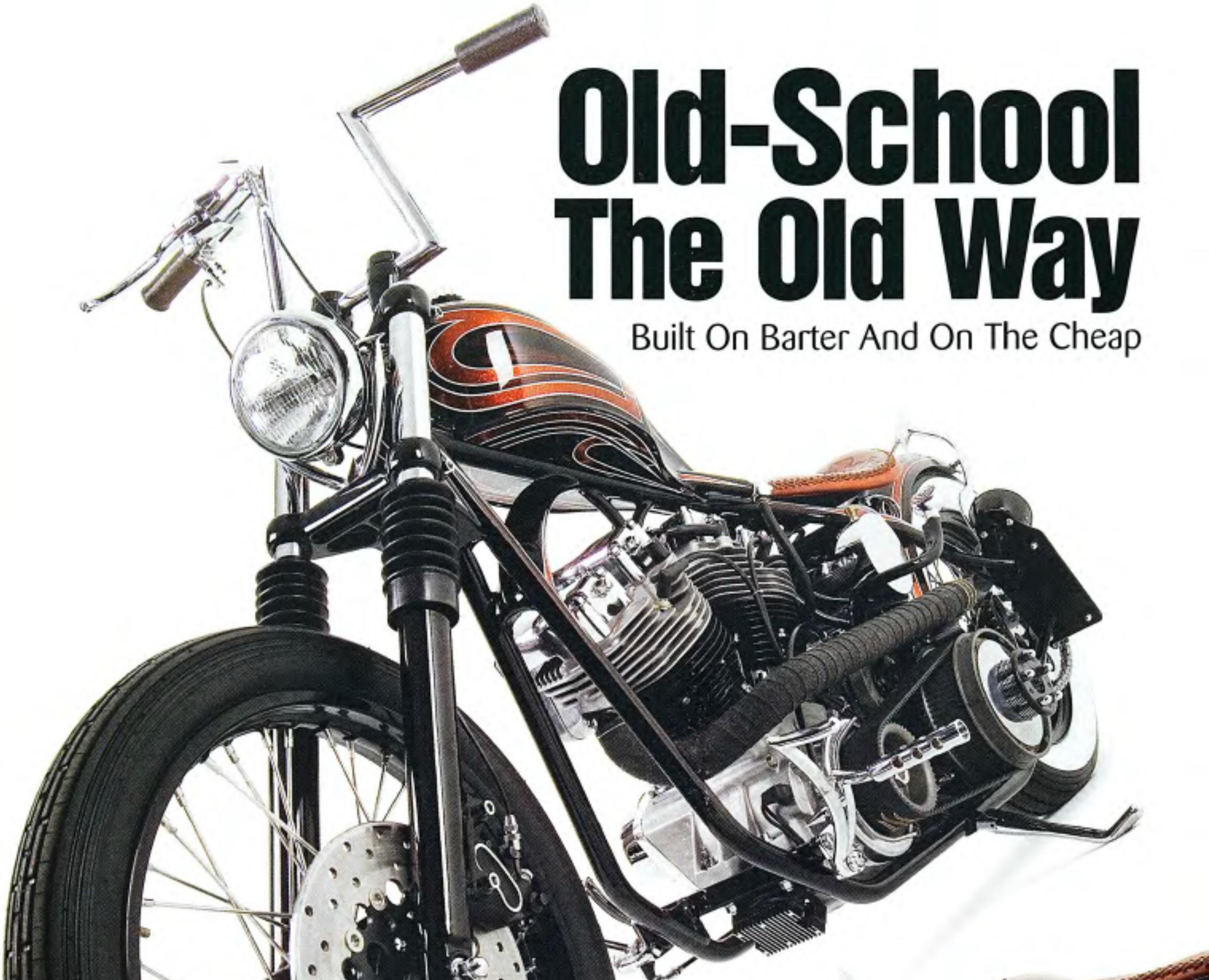
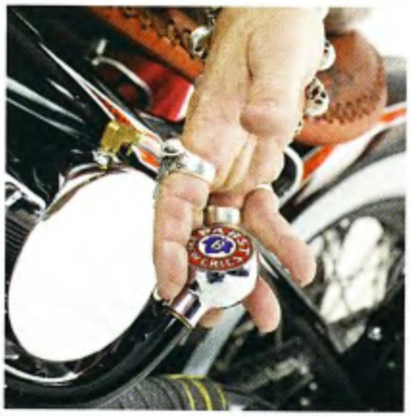


Old-School The Old Way

Built On Barter And On The Cheap

Derol Frye spends most days mouse-clicking himself deep into the 21st century. He works at Design 57 in Capitola, California, putting together Web sites and online stores for companies across the country. Come 5 p.m., though, Derol mentally checks out, turns off the computers and turns back the clock. He heads right to the roots of bare-bones motorcycles.



The guy's passionate about those minimalist chops of the old-school variety and has plenty of cool ideas for them, too. But like most of us, he usually finds himself woefully low on funds. Not a problem, though. It turns out that Scott Long's Central Coast Cycles in nearby Santa Cruz is a client of Design 57 and Design 57's owner, Jim Deleone, just happens to be an old surfing buddy of CCC's head man. So Jim, prince of a man that he is, caught wind of Derol's

dilemma and let him cut a deal: Derol would design a new CCC Web site for Scott as a side job and Scott would build Derol a motorcycle.

"Kinda nice doing things the old-fashioned trade-out way," says Scott. "This is the way this shit used to get done." Now, Derol had a pretty clear idea what he wanted, but the parts he brought in to CCC didn't add up to what we see here. You know how it goes. Everybody gets to standing around the lift looking at the thing while knocking back a few brews. New ideas pop-up, new directions are taken and the original plan can kind of morph into something just a little different and a little cooler. That's what happened here.

For a start, Derol dropped off a ratted-out shovelhead that had once belonged to a guy named Rudy—a friend of Derol's uncle. The bike had originally been customized sometime in the early to mid-'70s and has been worked on and worked over by just about everyone in the Bay Area since then. The poor thing had changed many hands and was missing so many parts it needed serious help. Over the course of about a year's time, it got it.

Derol's chop is basically a collection of low-dollar parts with some of those beer-influenced twists thrown in here and there. Scott and the guys at CCC–Harry Cournoyer and Darin Morris–built up a nice little 93-inch Shovel motor and salvaged as much of the original bike as they could, replacing only what was needed. On his end, Derol kept costs down by honing his eBay skills. He turned into a pretty savvy flea market prowler, too. He'd come back with all kinds of little trinkets and trash, so many that Scott took to calling the project the "Johnny Cash Bike." It has a little bit of this, a little bit of that, something from one year, something from another. In another cost-cutting move, Derol even made and covered his own seat. He got himself a couple of instructional books and went out the garage to start hacking and chewing on the leather. It came out cool as hell. So did the whole bike.

This scooter blends together so well it's hard to believe it's that eclectic collection of parts from the beginning of the build. Plus, Derol rides the snot out of it. That's exactly what you're supposed to do with a bike built the old way, right? —*Joe Kress*

Owner: Derol Frye
City: Santa Cruz, California

GENERAL
Designer: Central Coast Cycles
Fabrication: Central Coast Cycles
Year/make: 1973 Harley-Davidson
Model: Shovel
Assembly: Central Coast Cycles
Time: 1 year
Chroming: Meclec

ENGINE
Year and make: 1973 Harley-Davidson shovel
Rebuilder: Central Coast Cycles
Displacement: 93 cubic inches
Cam: S&S
Ignition: Crane
Carb: S&S
Air cleaner: from the local drive-in
Pipes: Central Coast Cycles

TRANSMISSION
Year/make: 1973 Harley-Davidson
Shifting: hand

PAINTING
Painter: Josh Stokes
Color: Black & Orange Flake
Type: House of Kolor

FRAME
Year/make: 2005 Paughco
Type: rigid
Rake: 35 degrees
Stretch: none
Shocks: none

ACCESSORIES
Handlebars: Central Coast Cycles
Handlebar controls: JayBrake
Fenders: Central Coast Cycles
Headlight: CCI
Taillight: Model A Ford
Pegs: Central Coast Cycles
Foot controls: Central Coast Cycles
Gas tank: Central Coast Cycles
Oil tank: Central Coast Cycles
Seat: Derol
Mirrors: none
Grips: Super Sixties

FRONT END
Type: Harley-Davidson
Builder: Central Coast Cycles

WHEELS
Make: Harley-Davidson, laced
Size: 21-inch front/16-inch rear
Tires: Avon
Brakes: Brembo, Harley-Davidson
Photos: Rick Hustead

PartsBox

Bed X-Tender in black powdercoat

Made of aluminum the Bed X-Tender is easily installed in minutes and turns a short truck bed into a long bed by adding 18 inches with the tailgate open. The unit is compatible with all popular tonneau covers, making for a convenient bed divider that's available for virtually any pickup model.

For the dealer nearest you, call 888-983-2206 or go to www.amp-research.com.

Leroy-Thompson Choppers Ethyl

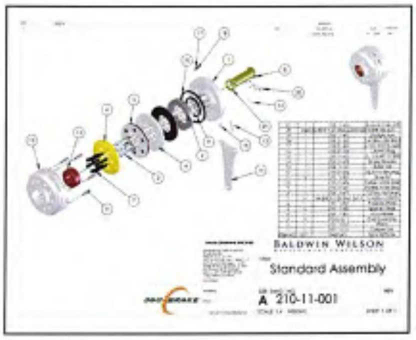
Leroy-Thompson Choppers is now manufacturing copies of the Ethyl frame, a frame they used on their *Biker Build-Off* bike. Built with 1/8-inch and 3/16-inch tubing for strength featuring generous curves, the Ethyl frame will accept a 250mm tire. It has a bent and drilled downtube and is available with 3 inches of forward stretch with a 30- or 40-degree rake and a 31-inch neck height. The Ethyl can be built to house your choice of Sportster or Big Twin powerplant. Like all Leroy-Thompson frames, the Ethyl is also available as a roller. Everything is machined in house, including the axle covers and neck.

You can visit Leroy-Thompson at www.leroythompsonchoppers.com or call them at 440-266-1635.

Baldwin-Wilson 360 Brake

The 360 Brake is contained in a five-inch hub spacer that's placed around the wheel axle; it looks as if there's no brake at all. Revolving around the axle, the hydraulic piston and pads apply 360 degrees of braking pressure to the rotor for greater, more controlled braking power, according to the manufacturer.

Heat build up is controlled with special rotor and pad materials that are cooled by slots in the hub cover. The brake hub will fit 3/4-inch, 1-inch, 20mm, and 18mm axles.

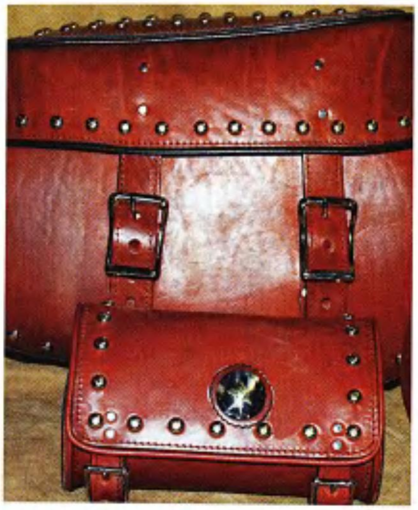


For more information check it out at www.360brake.com or just give Chet Burozski a call at 317-852-7867.

An inverted front end of a different kind

The Deepsickness 63mm inverted front end is actuated thanks to an external air shock and a stabilizer link for added control and performance. The fork tree and rockers are constructed from billet aluminum and have a wide stance, while the stock mounting handlebar fitment provides customers a broad range in handlebar selection. Available in wide variety of custom colors, it can be accessorized with gas shocks, a driving light package, a headlight and mounting kit.

Call Greg's Custom Cycles at 727-461-4840 or visit www.gregscycles.com.



Giddy up with Buckaroo

Ace Leather Products' Buckaroo collection features rugged cowboy leather. If you are looking for something other than black, the Buckaroo line of bags is for you. Another exclusive is Ace's new brass star spots. Each chromed steel spot has a brass cowboy star on it. Ace Leather also offer matching tool bags, tank accessories, and more.

Visit the Ace Leather Web site at www.aceleather.com to see more classic designs no longer offered though the distributors or call them at 650-856-3317.

Lucas Oil Slick Mist is a polymer paint gloss intensifier, which can be used on other surfaces such as glass, chrome and vinyl decals. Use Slick Mist as a traditional wax, quick detail spray or spray it on your vehicle between rinsing and drying for the easiest polish job ever. That's right! Just spray it on a wet or dry surface and wipe it off. Slick Mist out performs the competition and will leave your finish slicker and shinier than any product on the market, with long lasting protection. You and Slick Mist can give any machine an extreme gloss fast!

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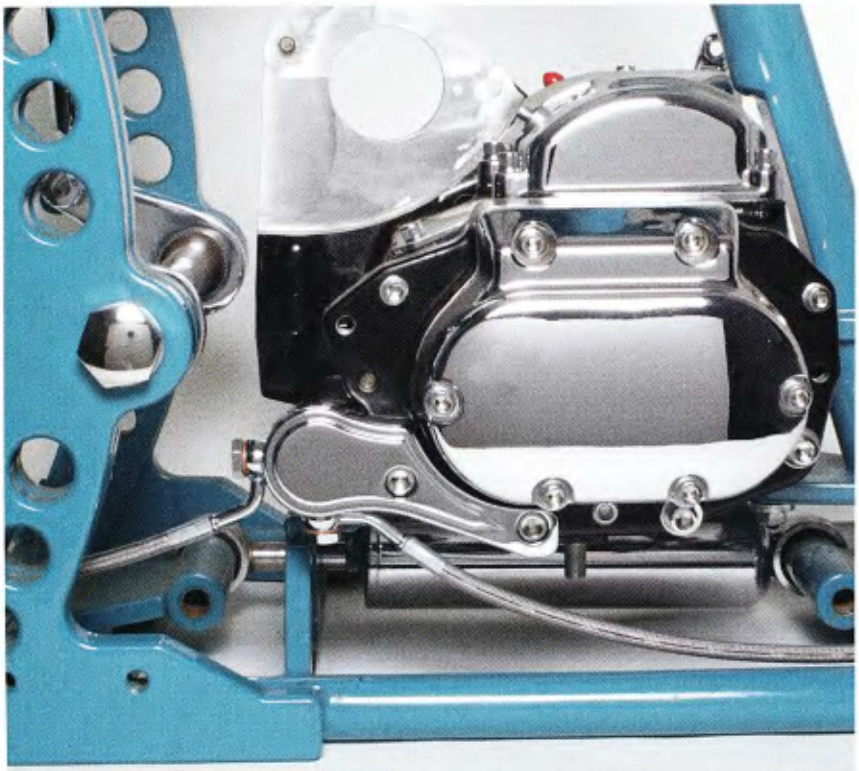
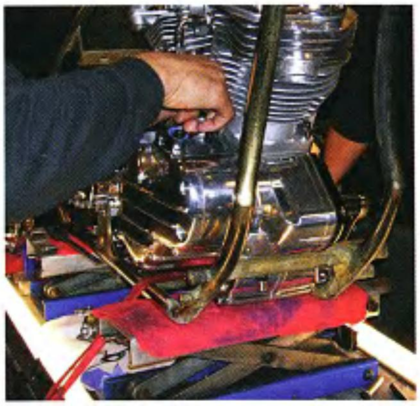
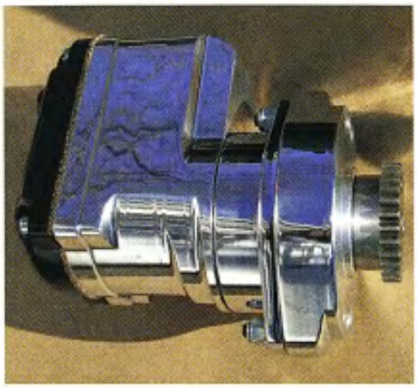






Billet brake line manifold

These brake line manifolds by KT Components are designed to add a classy, high-tech look to any stock or custom bike while hiding a common eyesore. Precision machined from 6061-T6 billet aluminum, the manifold with integrates accommodations for stock brake light switches. They're mounted on the transmission and are designed to be compatible with big twin motors using either left- or right-side drive. Finished in chrome, these manifolds produce a strong visual impact.

Each brake line manifolds kit includes mounting hardware and fasteners. For complete details contact KT Components at 714-630-7144 or visit them on the Web at www.kendonusa.com. Dealer inquiries invited.

Morris Magneto for generator-style V-twins

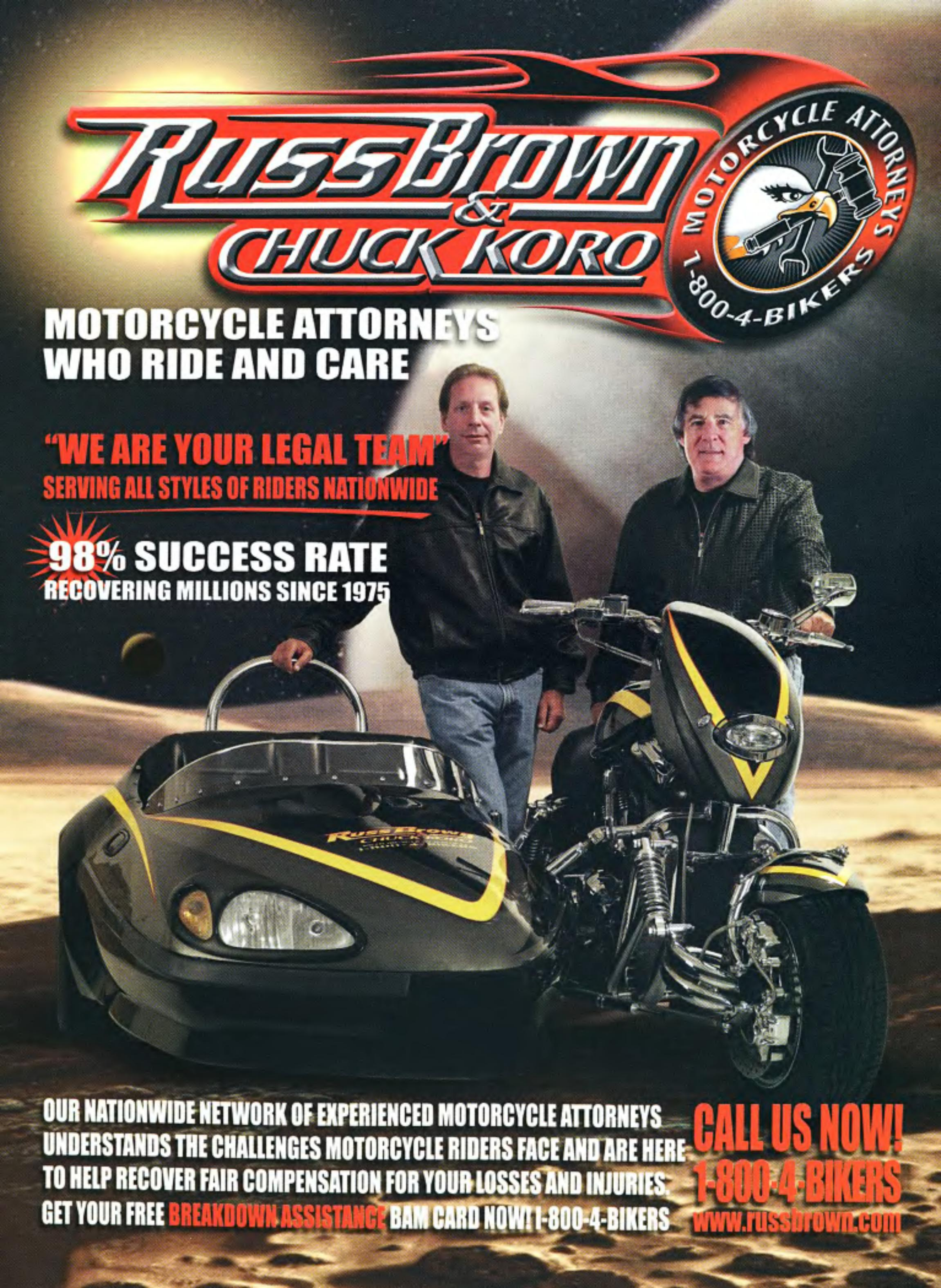
Morris Magnetos now offers a magneto for '36-'69 generator-style big twins that mounts in place of the original generator and is driven by the generator gear. It's a fully automatic, impulse-coupled unit for incredible starting, whether you use the kicker of an electric start, says the manufacturer.

Call Morris Magnetos at 973-540-9171 or go to www.morrismagneto.com for information and more applications.

Machine Gun forward controls

Give your chopper the forward controls it deserves with Twisted Choppers Machine Gun forward controls. Choose from standard or suicide shift. They are available in weld-on or bolt-on applications to suit your needs; raw steel finish is shown in this picture.

The controls do not include a master cylinder and retail for $725. Visit them online at www.twistedchoppers.com for information.



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Zach Parham's Pleasing Putt

Keeping It In The Family

Zach Parham wanted to get his hands dirty building some metal magic. Fortunately he had access to a Wish Book that could facilitate his needs. He didn't grow up in a magician's workshop, rather in the Parham family of J&P Cycles fame, the Anamosa, Iowa, company a source for all things motorcycle.

It happens that Zach was just finishing up his senior year in college studying accounting and finance, skills he'd employ back at the family run business. As for building his first custom bike, he

says, "I've been raised in the company and spent a lot of my time helping customers build their bikes, but wanted to learn more about what actually went into the process, so I decided to build one myself."

He started off with a cool Redneck Engineering frame and then added his personal spin including the Paul Cox Rigid Air seat system, sunk the Dakota Digital speedo into the gas tank and opted for a smaller 200 series rear tire. "I wanted to be able to ride the bike," he adds speaking to the practically issue. "It is a long bike with that long front end, but I wanted it to turn a little better than if I had a 350 or 300 tire on the back. And besides the custom Redneck Engineering frame and gas tank, I wanted to build it from parts you could get out of my dad's catalog."

Adding the frosting to the cake, Zach credits Scott Takes of Underground Art Studio in Cedar Rapids for the Shimmerin' Silver paint and high-impact graphics. The trick paint includes pinstriping down the springer front end, along the wheels and outlining the snap cracklin' tribal flames.

An unusual engine choice materialized with one of the last few specially made S&S motors built for Indian. It seems Indian was switching over to their own PowerPlus engines a few moments before the company blinked out, discontinuing production. In any case, Zach latched on to one of them, now with some historical weight behind them, and plumbed into his Redneck frame.

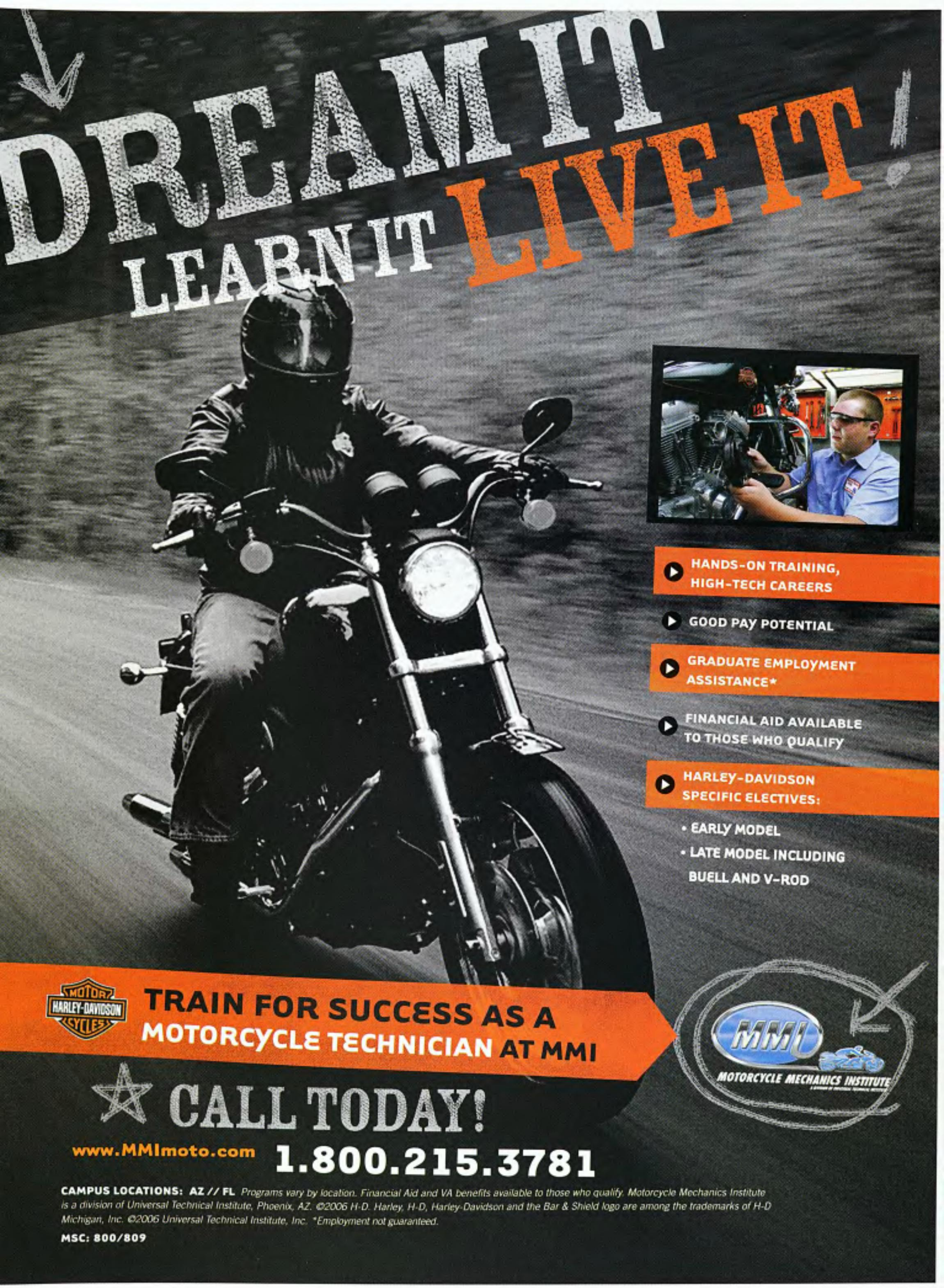
Making the transition from his Dyna Lowrider to this 10-foot wheel-to-wheel bike produced its own learning curve along with the sweep of the speedo needle. Says Zach, "As far as being a rigid, thanks to the springer and the Air Ride seat, it's more comfortable and at speed it really smoothes out." That springer is also available through the J&P catalog.

You might have seen the bike at the J&P Cycles open house last year when a lot of cameras were pointed at it. "It's radical and still old-school and people seem to like."

At the time of this interview there was nearly a foot of snow on the ground, so the bike was staying warm inside along with Zach who was hitting the books prior to his final exams. But spring break was fast approaching and school was out for a week during which Zach and his bike were heading for Daytona Bike Week, hopefully for some warm sunshine state riding.

For a look at the J&P Cycles Wish Books, of which there are three including: vintage bikes; metric motorcycles; and American customs, log onto www.jpcycles.com. —*Paul Garson*

Owner: Zach and John Parham
City: Anamosa, Iowa
GENERAL
Designer: Zach Parham and Kody Wisner
Fabrication: Precision Performance/ Zach Parham
Year and make: 2005 Custom
Model: Special Construction
Assembly: Precision Performance/ Zach Parham
Chroming: American Revolutions
ENGINE
Year and make: 2004/S&S Special Application 92
Rebuilder: Kody Wisner/Precision Performance
Ignition: Twin Tech
Displacement: 92 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: D&M
Pipes: Martin Bros.
Transmission: 2005 RevTech 5-speed
Modifications: kicker
Shifting: 5-speed
PAINTING
Painter: Scott Takes
Color/Type: Shimmerin' Silver/House of Kolor
FRAME
Year: 2005
Builder: Redneck Engineering
Type: Gettin' High
Rake: 48 degrees
Stretch: 6 up, 6 out
Shocks: none
Modifications: Paul Cox Rigid Air seat system
ACCESSORIES
Bars: Redneck/Precision Performance
Handlebar controls: Billet Concepts
Fenders: Precision Performance
Headlight: Arlen Ness
Taillight: Primo
Speedo: Dakota Digital
Pegs: Paul Yaffe Originals
Electrics: Kody Wisner/Precision Performance
Gas tank: Redneck Engineering
Oil tank: Redneck Engineering/ Precision Performance
Seat: Precision Performance
Mirrors: Paul Yaffe Originals
Grips: Paul Yaffe Originals
FORKS
Type: springer
Extension: 10 over
Builder: Redneck Engineering
WHEELS
Size: 21-inch front/18-inch rear
Wheels: DNA
Tires: Avon
Brakes: PM front/GMA rear
Photos: Pam Proctor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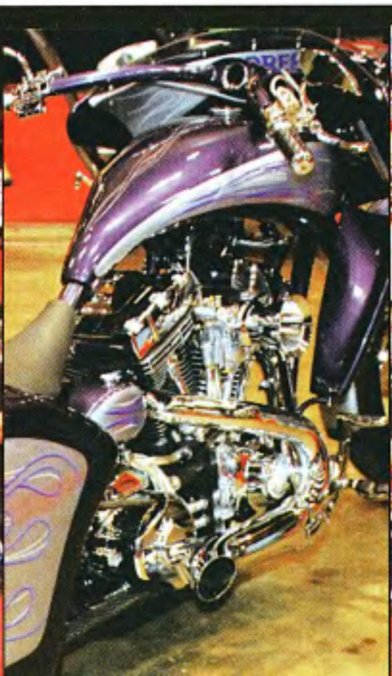

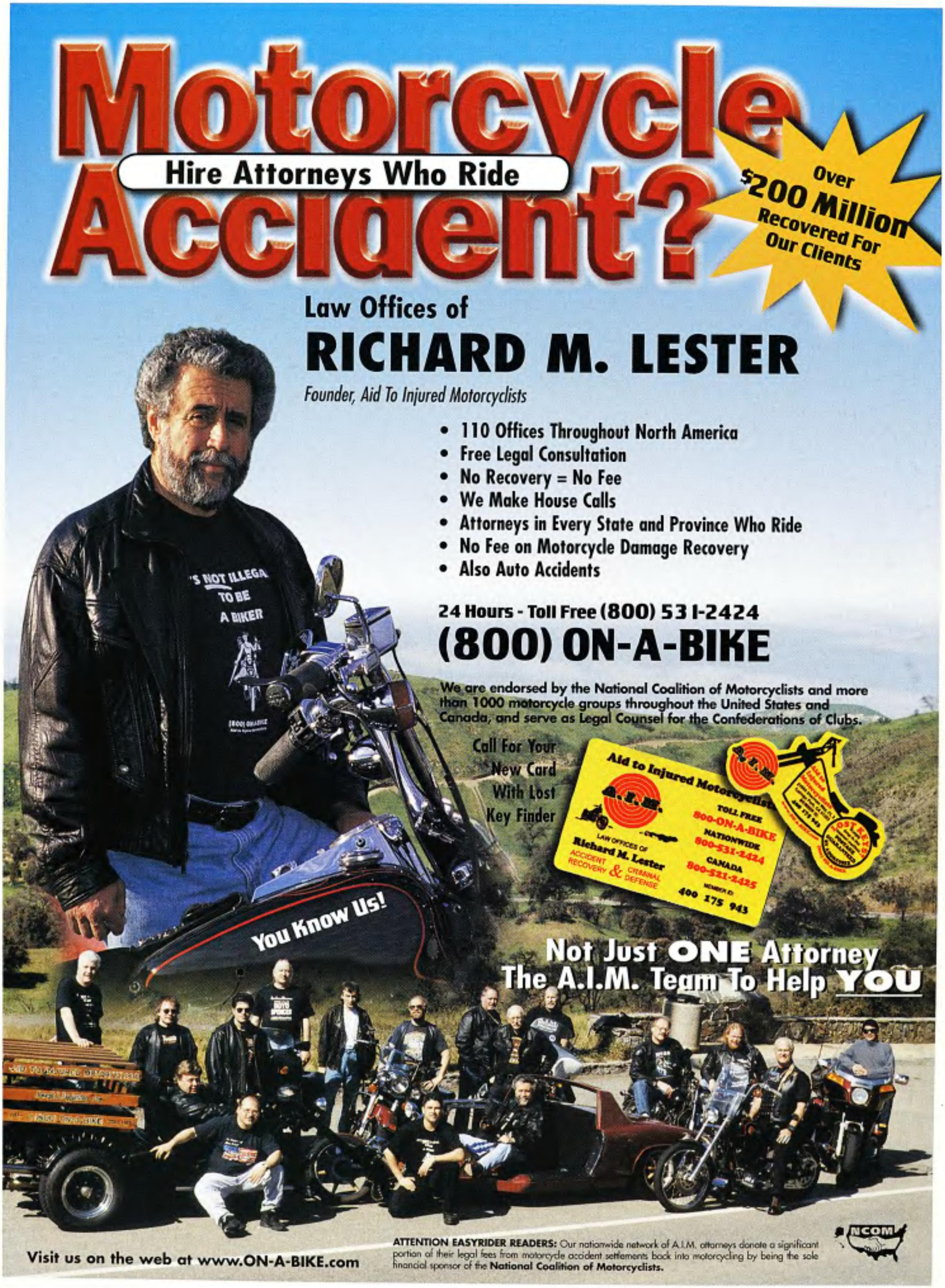
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NCOM

"Well, honey, if you thought that was the speed limit, it's a good thing I stopped you before ya got to Route 441."

Easynews

If it's of interest to bikers, we'll print it.

Wall Of Death Crash

SAM MORGAN CRASHES ON WALL OF DEATH

Sturgis Motorcycle Museum Hall of Famer Sam Morgan recently crashed while performing on the famous Wall of Death Motordrome in front of horrified onlookers at Phil Peterson's Harley-Davidson in Miami, Florida. Sam hit a spot on the wall that was slick and doesn't really remember crashing, but she does remember the painful ride home.

She is now lying in bed with a multitude of injuries. Sam smashed her face and teeth, broke her right wrist, left shoulder, and a couple of ribs. Her back, leg and knee are bruised and sore. When asked how many accidents she has had in her career, she said she didn't know the total. From the ground up she has broken ankles, foot bones, tib and fib bones, her pelvis, numerous ribs, and her back three times and in different places. She's blown out her knee, wrist and shoulders, and has smashed her face, temple, and head numerous times.

While recuperating, Sam is working towards her dream of building her own American Motordrome. Some time ago, an old dismantled drome was donated to her when its owner and rider TJ Howard passed on. She has never had the resources to make it operational, but now that is her priority. She is her own carpenter and knows what needs to be done. All she needs is help from friends and the people in this industry to turn her dream into a reality. Her vision is to produce an all-female American Motordrome and she is creating a new Web site (www.thrillarena.com) featuring Motordrome history, her life, and current events. Some of the old information can still be accessed at www.Motordrome.org.

If you'd like to help Sam with ideas or sponsorship, you can contact her directly at thrillarena@hotmail.com.

—Betsy Huelskamp

Legalese

WISCONSIN'S AB 2

ABATE of Wisconsin is supporting AB 2, relating to operators' license requirements for certain drivers and for certain drivers' tests, and making an appropriation. This bill will require that drivers between 75 and 85 years old take a vision test every three years instead of the eight years the law now requires. In addition, all drivers 85 and older will have to take a vision test and demonstrate his or her knowledge of traffic laws every two years. There is no provision in this bill to require older drivers to take a skills test. Current law allows the secretary of DOT to require any person to submit to additional testing to determine incompetence, incapacity, disease, or impairment that may prevent the person from exercising reasonable and ordinary control over a motor vehicle. This bill will allow the DOT to issue a restricted driver's license to those who are still capable of driving, but in a diminished fashion. Restrictions could include the hours of driving and type of roads or routes.

We do have some concerns with this bill. This bill may not start drivers into the accelerated testing phase early enough. The aging process affects all people differently; some people retain their eyesight and motor skills well into their later years of life. Others see a marked deterioration of the basic skills needed for the safe operation of a motor vehicle much earlier.

We expect a backlash, even within ABATE, over the possible outcome of this bill. The possible effect will be to remove some of our members from their motorcycles. To that we would answer, driving is a privilege, not a right. If you cannot safely operate a motor vehicle why should you be allowed on the road? Will senior groups, such as AARP accept the same logic? Our support for this bill is a natural follow through from our Roadway Users Responsibility Act last year. Either we are serious about roadway safety or we are not.

—Dave Dwyer, Legislative Committee Chairman, ABATE of WI

Off-Road News

COME AND GET ME

According to the AMA's Terry Leek Cook, Washington State Senator Adam Kline (D-37) has sent word about why he introduced SB 5544, that would greatly impact all off-highway vehicle riding in the Evergreen State. Senator Kline has confirmed many times that he actually wrote the piece that is being circulated (and shown below):

"I signed on because I have been annoyed, endangered, and angered one too many times by people riding motorized dirt bikes and other off-road vehicles that have no damn business anywhere. To me—this bill is narrow—it doesn't include those personal watercraft, seemingly jet-powered little missiles whose only apparent purpose is to risk death and dismemberment for boaters and swimmers, for the amusement of spoiled drunk teenagers.

Yes, I am sure there is the occasional responsible person who rides one of these machines on land or water. And yes, like every human being I have been pleasantly surprised to find my stereotypes broken. But why, why, why, do folks insist on motorized sports? Those two words are an oxymoron. There is nothing sporting—athletic, physically demanding—about riding any machine anywhere. And it's a damned annoyance to folks

CONTINUED NEXT PAGE

Come And Get Me CONTINUED

who see the outdoors as a place to go for quiet and solitude and self-exploration. I would be happy to ban the use of the internal combustion engine off-road by anyone without a handicapped sticker, subject to a stiff fine. Maybe we could call this an anti-obesity measure. Please circulate this to all motorized sports enthusiasts, so they can remember never to vote for me."

—Twiggy

Coast To Coast

Biker News

FEDERAL BILLS TO BAR HEALTH CARE DISCRIMINATION AGAINST MOTORCYCLISTS: Bipartisan companion bills were introduced on February 15 in both the U.S. House of Representatives and U.S. Senate that would end health insurance discrimination against motorcycle riders by preventing insurers from denying coverage to injured motorcyclists and others participating in legal but so-called "risky activities."

Both bills, introduced in the Senate as S. 616 by Senators Susan Collins (R) of Maine and Russ Feingold (D) of Wisconsin, and in the House as H.R. 1076 by Congressmen Michael C. Burgess (R) of Texas and Bart Stupak (D) of Michigan, would prohibit employers from discriminating against participants in such legal activities as motorcycling, ATV riding, skiing, snowmobiling or horseback riding, in the health insurance coverage they provide for their employees.

In recent years, some insurance companies have refused to cover insureds injured while riding their motorcycles, and Motorcycle Rights Organizations worked hard during the mid-90's to convince Congress to include language in the Health Insurance Portability and Accountability Act of 1996 to bar insurers from denying coverage to injured riders, but a loophole in HIPAA allows insurers to continue the discriminatory practice of denying specific benefits while otherwise providing health care coverage.

Help close this loophole and promote health care coverage parity for motorcyclists and others engaged in legal activities by contacting your Congressional Representatives and urging them to support S. 616 in the Senate and H.R. 1078 in the House.

ANTI-GANG LEGISLATION IN S.C.: "In the interest of promoting awareness of Constitutional threats that exist out there, here's some info regarding the 'Anti-Gang Law' slated to pass soon in South Carolina, which can constitute an assault upon the Bill of Rights and our personal Freedoms," writes Tiger Mike Revere, State Coordinator of ABATE of Oklahoma and a member of the National Coalition of Motorcyclists (NCOM) Board of Directors, as well as Liaison to the Oklahoma Confederation of Clubs. "It reminds me of the gang enhancement law passed not too long ago in Ohio, and it's pretty scary!"

S.141—The Criminal Gang Prevention Act—has passed the South Carolina Senate and is now in the House of Representatives, and will likely become law in South Carolina this legislative session unless the public intervenes.

So how does S.141 define a gang? In the interest of fighting terror, according to the Anti-Gang bill a "criminal gang" means a formal or informal ongoing organization, association, or group that consists of five or more persons who form for the purpose of committing criminal activity and who knowingly and actively participate in a pattern of criminal gang activity. By virtue of the fact that the state makes this determination, this legislation leaves the door open for many grassroots organizations, civic groups, and social associations to be investigated by a grand jury under the suspicion of gang activity.

Just as the RICO Act has reached beyond the original intent of going after the Mafia, so too does the South Carolina Criminal Gang Act have the capacity and potential to eventually engulf political dissention groups and even political parties. The point is that the criminal gangs that the public thinks the SC lawmakers are targeting are only a very small component of the Criminal Gang Prevention Act.

COLORADO CONSIDERS KIDDIE HELMET LAW: While 30 states allow most adults the freedom to choose whether or not to wear a helmet when they ride, only three of those have no helmet law at all, either for adults or children, and Colorado is one of them (as well as Iowa and Illinois). At least for now...

Colorado hasn't had a helmet restriction since 1977, but HB 1117 introduced by Rep. Dianne Primavera (D-Broomfield) to require helmets for riders under 18 recently passed through the House Transportation and Energy Committee, which Pueblo West Representative Buffie McFadyen chairs. "There's no question that in Colorado, groups like ABATE of Colorado don't want to see helmet laws," says Rep. Buffie McFadyen (D-Pueblo West). "Many of the people who opposed the bill, opposed it on the grounds of it being a slippery slope, that it was an infringement on the rights of parents," says Rep. McFadyen.

"This is putting the state between the parent and the child, saying 'We're in charge,'" Rep. Kevin Lundberg, R-Berthoud, said in voting against the helmet law in the House.

Rep. Don Marostica, R-Loveland, also opposed the legislation, saying that helmets do not offer that much protection. "This is a feel-good bill because the only difference between a helmet and no helmet," he said "is whether you have an open casket and a closed casket."

But despite objections about government intrusion into private lives, the bill prevailed February 8 by a vote of 8-5, split directly along party lines.

"HB 1117 'fixes' little-to-nothing; it is a solution in search of a problem," said ABATE of Colorado State Coordinator Terry Howard, who directs anyone from out-of-state who wants to weigh in on this bill to e-mail them directly at helmetbill@abateofcolo.org. "We will distribute your comments to our 'friendlys' at the capitol."

"QUIET" HELMET HOPES TO SAVE HEARING LOSS TO RIDERS: Scientists are trying to design a helmet to stop motorcycle riders from suffering hearing loss created by helmet noise. Hearing damage is believed to be caused by the noise created as air flows over and through the riders' helmets during a journey.

Research has shown that up to 40 percent of professional motorcyclists, such as police and paramedics, suffer significant hearing loss. Scientists also believe that higher noise levels can reduce bikers' ability to concentrate.

A team from the University of Bath and

CONTINUED ON PAGE 30

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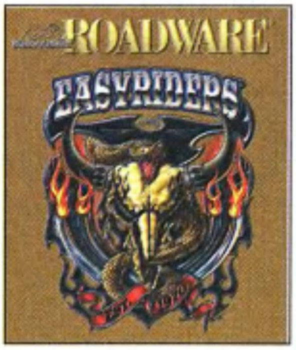

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Biker News CONTINUED

Bath Spa University set out to solve the problem. Their new "quiet" helmet would reduce the amount of noise on the ear. Dr Michael Carley, who is leading the research program, said, "Our long-term goal is to make motorcycling less damaging by designing new helmets which make riding less noisy."

DISTRACTED DRIVERS CAUSE 80 PERCENT OF ACCIDENTS: You're half the driver you could be if you're simply listening to a passenger let alone talking to someone—or doing worse—while cruising down the highway. According to Marcel Just, a psychologist who directs the Center for Cognitive Brain Imaging at Carnegie Mellon University, brain power associated with driving decreases by 40 percent when a driver listens to someone talk, whether it's a passenger or on the radio.

A study last year by researchers at the National Highway Traffic Safety Administration (NHTSA) and Virginia Tech University found that 80 percent of accidents involved some form of driver inattention within three seconds of the accident.

More than 80 percent of drivers recently surveyed by Nationwide Mutual Insurance admitted they were multitaskers in the car. Some confessed to blatantly hazardous behavior while driving such as: steering with a foot; painting toenails; shaving; feeding a baby; and even peeing out the window.

Cell phones most often are blamed for poor driving. Four states—California, Connecticut, New Jersey and New York—and Washington, D.C., have banned hand-held cell phones for all drivers, and 14 more states have introduced similar legislation.

That's fine with Just, "There's this whole attitude toward highway safety," he said. "Taking risks in driving is sort of a social issue and not just a personal issue. It's a little different than not wearing a motorcycle helmet."

WEIRD NEWS: BOOBS ON BIKES: Hundreds of people, mainly men, lined the streets of Christchurch, New Zealand, to welcome the Boobs on Bikes parade to promote the start of the famous Erotica Lifestyles Expo.

Bare-chested women with actual breasts and greased musclemen circled the city on Harley-Davidson motorcycles, receiving an appreciative roar when one of the girls used her assets to polish the helmet of the biker piloting her bike.

Crowd reaction was divided almost exactly down gender lines, with a verdict of "overrated" and "utterly tacky" from the ladies, while men felt differently, like spectator Kliff Tappin who said, "People say sex and perversion are wrong, but half the city comes out."

CHINESE MANUFACTURER IS WORLD'S LARGEST MOTORCYCLE PRODUCER: According to Chinese news agency Xinhua, China's state-owned automotive company, China South, has emerged as the world's largest motorcycle producer with an annual production capacity of five million units, sold under the brands Jialing, Jianshe, Dayang and Jinan Qingqi, in over 100 countries, with production and marketing bases in 30 countries.

The Dallas Morning News reported that Chinese motorcycle, scooter and all-terrain-vehicle manufacturers looking to break into the U.S. market have turned Dallas into their American hub.

Chinese motorcycles have a poor reputation for quality, but the Japanese companies that dominate the market—Honda, Suzuki, Yamaha and Kawasaki—overcame quality problems decades ago, back when we used to joke about "Made in Japan."

Chinese companies have already become a powerful force in the motorcycle industry, producing and exporting more bikes than any other nation. The world's most populous country has more than 80 million motorcycles and over 100 manufacturers producing 13 million new motorcycles per year. By comparison, there are approximately 6 million motorcycles registered in the entire United States, and Americans buy one million new bikes each year, mostly imports.

— Bill Bish, NCOM

Extreme Makeover: Monster Tire Edition

Low CARBS

NO SMOG CHECK FOR CALIFORNIA MOTORCYCLES

This is a good news/bad news thing. It's great news that the California Air Resources Board (CARB) has decided that it will not extend Smog Check to motorcycle emissions, for now. We have one person to thank for that: Mr. John Paliwoda, who on behalf of the California Motorcycle Dealers Association convinced the CARB folks that the proposed benefits from the tighter emission standards were too small to justify the efforts, and CARB agreed.

The bad news is that John has stepped down as the Vice Chair of the PAC. John's been active in ABATE fighting for our rights for twenty years, and he has been the PAC Vice Chair for as long as I can remember. I can appreciate that he needs a break, but I hope he won't go too far, as he has been a solid advocate for the motorcyclists of California for a very long time. So John, enjoy some time off, but don't forget about us—and we will surely not forget about you! Thank you.

—Jean Hughes, State PAC Chairman, ABATE of CA

WEIRD PORN TALES: Our first tale comes from Oconomowoc, Wisconsin. It seems a guy living in his second story apartment was watching porn. Apparently his volume was up too loud. His neighbor downstairs thought he heard sounds of a woman being raped, grabbed a family heirloom cavalry sword, ran up the stairs, and kicked in the guy's door. The guy with the sword is facing multiple charges by law enforcement. His only comment was, "Now I feel stupid."

This next tale happened in a Catholic Church located in Santa Fe, New Mexico, on Ash Wednesday. During Mass, three CD players simultaneously started playing porn messages. It was soon discovered that these CD players were duct-taped to the bottom of pews. The Santa Fe Police immediately evacuated the church, and their bomb squad blew up two of the CD players. When they realized that the two CD players they blew up were not laden with explosives, they kept the third CD player for evidence in the hope of tracking down the bad guys.

—Twiggy

Ask for your FREE Magazine

ALABAMA
Biker Heaven-Freeman Arts
11257 Hwy 101 - Lexington
256-229-9609
877-787-9985

Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd
Marina del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO
Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-493-3137

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Shovelhead's Motorcycle Parts & Services
104 Richards Av. - N. Attleboro
508-695-0111

Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-697-5525

MISSOURI
Steele Thunder Custom Cycles
142 York Dr. - Marshfield
417-468-2354
Performance HP
17400 Canary Rd. - Phillpsburg
417-589-4223

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23 - Kinnelon
973-838-8800

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

TENNESSEE
Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-9520

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

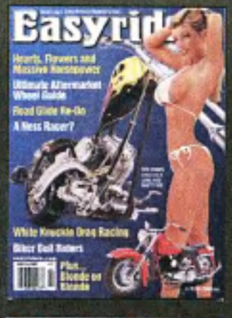
VIRGINIA
Shenandoah H-D
213 Rolling Thunder Ln
Waynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Suburban H-D
139 N. Main - Thiensville
262-242-2464

You got it—just make a purchase of $50 or more and ask for your FREE copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.



To get your shop listed here call Angela at:
800-572-1386 ext. 1300

Happenings

ALABAMA
Bama Bike Fest
Date: Jul. 12-15
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

ALASKA
3rd Big M.E. Party
Date: Jul. 8
Place: Brown Bear Saloon, Indian
Info: 907-248-5300

ARIZONA
Fireworks
Date: Jul. 3-4
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

Nomaden M/C Xmas in July
Date: Jul. 14
Place: Sierra Vista
Info: www.azcmc.com

Hot Ass Days
Date: Jul. 15-16
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

Too Broke For Sturgis
Date: Jul. 27-29
Place: Morman Lake Lodge
Info: 602-843-2906
toobrokeforsturgis.com

CALIFORNIA
Nor-Cal Cycle Swap Meet
Date: Jul. 1
Place: Vallejo
Info: 800-875-0068
www.toppingevents.com

Helmet Law Protest
Date: Jul. 4
Place: Fiesta Island, San Diego
Info: 858-270-7771

Hollister Rally
Date: Jul. 6-8
Place: Hollister
Info: www.hollister bikerrally.com

Calendar Bike Show & Swap Meet
Date: Jul. 14-15
Place: Queen Mary, Long Beach
Info: 562-435-3511
www.FastDates.com

Cycle Show & Swap Meet
Date: Jul. 22
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

4th Annual Rosarito Beach Harley Run
Date: Jul. 28
Place: San Diego
Info: 323-261-2158
www.pushrodwear.com

COLORADO
Burn Camp & Firehouse Rally
Date: Jul. 8
Place: Denver
Info: 303-494-3742
www.denverburn camprun.org

21st Annual Ladies Run
Date: Jul. 14-15
Place: Fairplay
Info: 970-895-8502
www.ladiesrun.com

2nd Ride To The Sky
Date: Jul. 14
Place: Northglenn
Info: ridetothesky.com

35th Annual Top of the Rockies Rally
Date: Jul. 19-22
Place: Paonia
Info: www.colorado beemers.com

Ride Forever
Date: Jul. 21
Place: Golden
Info: 303-215-9797
www.rideforever.org

CONNECTICUT
Red Knights 9-11 Memorial Ride Ride
Date: Jul. 26-28
Place: Branford
Info: redknightsct4.com

DELAWARE
MD/DE HOG Rally
Date: Jul. 5-7
Place: Dover
Info: www.mddestate hogrally.com

Boob Bounce & Bike Show
Date: Jul. 7
Place: Billy Bob's Bike Barn, Milford
Info: 302-684-5800

Date: Jul. 13-30
Posse Ride: Great American Adventure
Place: Wilmington, Delaware to Oregon
Info: 1-800-CLUBHOG
www.members.hog.com

ABATE Poker Run
Date: Jul. 22
Place: Sussex County
Info: www.abateofde.com

GEORGIA
6th SCRC State Rally
Date: Jul. 20-22
Place: Gainesville
Info: 478-784-7052,
www.scrcga.org

Memorial Ride
Date: Jul. 21
Place: ABATE Dist. 1
Info: www.abatega.com

IDAHO
POW MIA Awareness Rally & MC Rodeo
Date: Jul. 27-29
Place: Pocatello
Info: powmiarodeo.org

ILLINOIS
Custom Bikeshow
Date: Jul. 1
Place: The Hideout, Sandwich
Info: 815-786-1977

ABATE Bike Show
Date: Jul. 4
Place: Pells Park, Paxton
Info: www.abate-il.org

Summer Fun Run
Date: Jul. 7
Place: Embarras Valley ABATE
Info: 217-627-2303
www.abate-il.org

5th Annual Big Bikes Helping Little Tykes
Date: Jul. 14
Place: Duke's, Bridgeview
Info: 708-599-3027
www.littletykesrun.com

Ride For Kids
Date: Jul. 15
Place: Chicagoland
Info: 800-253-6530
www.ride4kids.org

Mega Run
Date: Jul. 21
Place: Bourbon Barrel, Decatur
Info: www.abate-il.org

ABATE Poker Run
Date: Jul. 22
Place: Marion
Info: www.abate-il.org

Ham N Jam
Date: Jul. 28
Place: Expo Gardens, Peoria
Info: 309-645-3209

INDIANA
Bison Run
Date: Jul. 7
Place: Benton County ABATE
Info: 765-714-4199

Walneck's Swap Meet
Date: Jul. 8
Place: Martinsville
Info: 630-985-2097
www.walneckswap.com

No Whiners Run
Date: Jul. 14-15
Place: Miami County ABATE
Info: 765-689-0757
www.abateofindiana.org

Tri-County Run
Date: Jul. 14
Place: Marion County ABATE
Info: 317-238-9246

Doc's Run
Date: Jul. 14
Place: Region 4 ABATE
Info: 765-426-9412

Boogie ABATE State Party
Date: Jul. 19-22
Place: Lawrence Rec. Park, Springville
Info: 800-232-2283
www.abateonline.org

6th Annual Toy's for Tot's Hog Wild Bash
Date: Jul. 22
Place: Lake Holiday Camp-Resort, DeMotte
Info: 219-345-3132

Hunger Run
Date: Jul. 28
Place: Region 9 ABATE
Info: 812-794-2603

BBQ Run
Date: Jul. 28
Place: Howard County ABATE
Info: 765-628-3643

IOWA
Supporting Business Run
Date: Jul. 14
Place: Fat Boyz Saloon, Grimes
Info: www.abateiowa.org

Taco Run
Date: Jul. 14
Place: ABATE 15
Info: www.abateiowa.org

ABATE Down Bikers Ride
Date: Jul. 15
Place: Ledges, Boone
Info: www.abateiowa.org

ABATE Fun Run
Date: Jul. 21
Place: Fox Lounge, Ames
Info: www.abateiowa.org

ABATE Casino Ride
Date: Jul. 28
Place: Struthers Brothers, Des Moines
Info: www.abateiowa.org

ABATE Bike Show
Date: Jul. 28
Place: Fairgrounds, Greenfield
Info: www.abateiowa.org

KANSAS
Crossroads of America Bike Rally
Date: Jul. 13-15
Place: Fairgrounds, Hutchinson
Info: 620-474-2546
www.crossroadsof americarally.com

KENTUCKY
Hillbilly Christmas in July
Date: Jul. 15
Place: H-D, Pikeville
Info: 606-437-4342

15th Little Sturgis Rally
Date: Jul. 19-22
Place: Union County Fairgrounds, Sturgis.
Info: 270-333-9316
www.littlesturgisrally.net

MAINE
State HOG Rally
Date: Jul. 12-14
Place: Augusta
Info: 207-582-6098
www.mestatehogrally.com

5th Annual Skunk Run
Date: Jul. 28
Place: Locke Mills
Info: 207-743-8254
www.bikerskunk.com

MARYLAND
Freedom Poker Run
Date: Jul. 1
Place: Carroll County ABATE
Info: www.abate-of-maryland.org

Skyview ACRO M/C Poker Run
Date: Jul. 1
Place: Skate Board Park, Mt. Airy
Info: 443-605-3296

MD/DE HOG Rally
Date: Jul. 5-7
Place: Dover
Info: www.mddestate hogrally.com

ABATE Bike Show
Date: Jul. 21
Place: American Legion Post 116, Reisterstown
Info: www.abate-of-maryland.org

DAV/Silver Rose Benefit Ride & Rally
Date: Jul. 27-29
Place: Big Pipe Creek Park, Taneytown
Info: 443-834-3863
www.battlefield motorcycleclub.com

Summer Showdown & WPGC Bike Fest
Date: Jul. 28
Place: Maryland Int'l Speedway
Info: 301-884-9833;
wwwmirdrag.com

MASSACHUSETTS
5th Ronald McDonald House Bike Run
Date: Jul. 8
Place: Somerset
Info: 508-677-9557

16th Wildman's Ride
Date: Jul. 28
Place: MMA Dist 4, Essex County
Info: www.mma-of-ma.com

MICHIGAN
HOG Rendezvous
Date: Jul. 6-8
Place: Fairgrounds, Ionia
Info: www.mihog rendezvous.com

4th Annual Veterans Rally
Date: Jul. 13-15
Place: Brady Park, Sault Ste. Marie
Info: 906-440-3056
www.vetsrally.alr3.com

Ross Gibson Memorial Run
Date: Jul. 21
Place: Muskegon
Info: 231-689-0774

Michigan Chopperfest
Date: Jul. 27-29
Place: US 131 Motorsports Park, Martin
Info: 269-694-9579
davidsonexpress.com

MINNESOTA
Kettle River Shakedown
Date: Jul. 13-14
Place: Finlayson
Info: www.abatemn.org

Ride, Roast, & Rally
Date: Jul. 14
Place: The Powerhouse, Rothsay
Info: 218-867-2422
www.renegadesmc.com

Ride For Kids
Date: Jul. 22
Place: White Bear Lake
Info: 800-253-6530
www.ride4kids.org

MISSOURI
Wings & Wheels M/C Rally & Airshow
Date: Jul. 21
Place: Kansas City
Info: 816-531-7773
www.kcpokerrun.com

M/C Swap Meet
Date: Jul. 22
Place: Independence
Info: 816-456-4415
www.jwswapmeet.com

Ride For Kids
Date: Jul. 22
Place: Kansas City
Info: 800-253-6530
www.ride4kids.org

MONTANA
Wing Ding 29
Date: Jul. 4-7
Place: Billings
Info: 800-843-9460
www.wing-ding.org

Evel Knievel Week
Date: Jul. 26-28
Place: Butte
Info: 406-498-0204
www.knieveldays.com

Ride the Big Sky
Date: Jul. 27-Aug. 4
Place: H-D, Billings
Info: 406-656-9960
www.ridethebigsky.com

Bike Show & Swap Meet
Date: Jul. 27-29
Place: Miles City
Info: 406-951-1010

NEBRASKA
5th Annual Buddy Ride
Date: Jul. 7
Place: Wilber
Info: roughridersne.org

ABATE Lost Brothers Run
Date: Jul. 13
Place: Alliance
Info: 308-762-7717

Summer Fun Run
Date: Jul. 14
Place: ABATE 6, Omaha
Info: 402-895-9538

Pork Roast & Concert
Date: Jul. 21-22
Place: ABATE 7, Alliance
Info: 402-821-2817

NEW JERSEY
Steel Thunder Run
Date: Jul. 29
Place: Montvale
Info: 201-930-8952
www.steelthunder.org

NEW MEXICO
Fire & Ice Bike Rally
Date: Jul. 19-22
Place: Grants
Info: 800-550-3573
fireandicebikerally.com

Rough Rider M/C Rally
Date: Jul. 27-29
Place: Las Vegas
Info: roughrider motorcyclerally.com

NEW YORK
State HOG Rally
Date: Jul. 5-7
Place: Hunter
Info: 845-657-8394
www.nystatehogrally.com

Niagara Motorcycle Rally
Date: Jul. 5-8
Place: Niagara Falls
Info: 716-691-9563
www.niagaramcrally.com

Ride For Kids
Date: Jul. 15
Place: Utica
Info: 800-253-6530
www.ride4kids.org

Old Bike Day
Date: Jul. 15
Place: Niagara MC Clubhouse, Cambria
Info: www.ncmc1940.org

3rd Rolling Thunder Run
Date: Jul. 29
Place: West Shore Little League, Staten Island
Info: 347-865-1747

NORTH CAROLINA
Easyriders Rodeo Tour
Date: Jul. 13-15
Place: Wilson County Fairgrounds
Info: 800-962-9857
easyridersevents.com

OHIO
Shorty's Memorial Chicken Roast
Date: Jul. 14
Place: Levettsburg
Info: 330-883-5796
www.BRMConline.com

18th Kamakaze Jump
Date: Jul. 21-22
Place: Ashland
Info: 419-289-0750

POW/MIA Ride
Date: Jul. 21
Place: VFW, Franklin
Info: 937-361-8463
rollingthunderoh11.com

21th Annual Wetzelland
Date: Jul. 27-29
Place: Van Wert
Info: 419-587-3826
www.wetzelmc.com

Vintage Motorcycle Days
Date: Jul. 27-29
Place: Mid-Ohio Sports Car Course, Lexington
Info: 800-MID-OHIO
www.amadirectlink.com

Ride For Kids
Date: Jul. 28
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

14th Annual Hattie Run
Date: Jul. 29
Place: Akron
Info: 330-896-0116
www.abate.com

OKLAHOMA
5th Running Of The Rats
Date: Jul. 14
Place: Frisco Bar, Enid
Info: 800-749-5054
www.ironlivergoons.com

M/C Swap Meet
Date: Jul. 15
Place: Claremore Expo
Info: 816-456-4415
www.jwswapmeet.com

3rd Annual Mudstock
Date: Jul. 27-29
Place: Sparks
Info: 918-866-2543
www.mudstockok.com

OREGON
Ride 4 Hospice
Date: Jul. 15
Place: Sandy
Info: 503-810-0932
sandyoregonchamber.org

Run 21
Date: Jul. 27-29
Place: SE Portland Chapter, Birkenfeld
Info: 503-760-9015

PENNSYLVANIA
Christmas in July
Date: Jul. 8
Place: Dickson City
Info: 570-499-7170
www.northeast pahogchapter.com

Gettysburg Bike Week
Date: Jul. 12-15
Place: Gettysburg
Info: 717-624-2171
www.gettysburg bikeweek.com

8th CMN Bike Night
Date: Jul. 14
Place: Boyertown Park
Info: 215-234-8611
www.pagospelriders.com

Ride For Freedom 8
Date: Jul. 15
Place: Scranton
Info: 570-878-5151

Easyriders Rodeo Tour
Date: Jul. 20-22
Place: Butler County Fairgrounds, Prospect
Info: 800-962-9857
easyridersevents.com

Summer Bike Fest
Date: Jul. 20-22
Place: Carlisle
Info: 717-243-7855
www.carsatcarlisle.com

Annual Pig Roast
Date: Jul. 21-22
Place: Mon Valley ABATE
Info: www.monvalley abate.org

6th Annual Kids Peace Toy Run
Date: Jul. 21
Place: Lippy's Sports Bar, Marshalls Creek
Info: 917-488-3957
www.independentbikers ofpennsylvania.org

Loom-a-tic V
Date: Jul. 21
Place: Moose Lodge, Huntingdon
Info: 814-643-0354
huntingdon223loom.org

30th Annual Poker Run
Date: Jul. 27
Place: JIM-N-I Music Park, West Springfield
Info: www.abatepa.org

RHODE ISLAND
12th Car and Bike Show
Date: Jul. 21
Place: Ocean State H-D, Warwick
Info: 401-781-6866
www.oceanstatehd.com

SOUTH DAKOTA
Shovelhead Only Run
Date: Jul. 14
Place: American M/C Works, Sioux Falls
Info: 605-331-5110

TENNESSEE
National East CMA Rally
Date: Jul. 17-21
Place: Gray
Info: 870-389-6196
www.appalachianfair.com

TEXAS
4th of July Party
Date: Jul. 4
Place: Stroker's, Dallas
Info: 214-357-0707
www.strokersdallas.com

Blackgold Biker Rally
Date: Jul. 20-22
Place: Goldsmith
Info: 432-827-3404
www.blackgoldrally.com

UTAH
Mim's Bike Show
Date: Jul. 8
Place: Northern Chapter ABATE
Info: abateofutah.org

Independence & Freedom Ride
Date: Jul. 8
Place: Salt Lake City Chapter ABATE
Info: abateofutah.org

State HOG Rally
Date: Jul. 12-14
Place: Alta
Info: utstatehogrally.com

Bad Ass Poker Run
Date: Jul. 13
Place: Central Chapter ABATE
Info: abateofutah.org

Tin Cup Run
Date: Jul. 21
Place: Northern Chapter ABATE
Info: abateofutah.org

VERMONT
4th of July Parade
Date: Jul. 4
Place: Morrisville
Info: www.unitedmotor-cyclists.org

5th Bear Bones Bash
Date: Jul. 13-15
Place: Lowell
Info: 802-744-6612
www.hazensnotch campground.com

VIRGINIA
AHRMA National Dirt Track Series
Date: Jul. 13
Place: Speedway, Saluda
Info: www.ahrma.org

WEST VIRGINIA
State HOG Rally
Date: Jul. 18-22
Place: Davis
Info: 304-925-2243
www.wvstatehogrally.com

Wild & Wonderful Mountainfest
Date: Jul. 27-29
Place: Morgantown
Info: 800-WVA-BIKE
www.wvmountainfest.com

WISCONSIN
2nd Burn Camp Ride
Date: Jul. 14
Place: H-D, Oconomowoc
Info: fireandiron17.com

Ride For A Cure
Date: Jul. 14
Place: Fort Atkinson
Info: www.ride4cure.com

23rd Summer Twister
Date: Jul. 26-29
Place: Birnamwood
Info: 715-873-3408
www.vnvmc-wi.org

WYOMING
State HOG Rally
Date: Jul. 12-14
Place: Laramie
Info: 307-421-0067
www.wystatehogrally.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a,6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		33	34
Florida	32	a,6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a,12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a,12	14		c	c	24		r	r		p	34
Idaho	4	a,6		17	c	c						33	
Illinois		a, 4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a,12	4	17,18	c	c						p	
Iowa		a,4,12		17,20	c	c			r			p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.
33 Not referenced in Admin. Code or Statutes
34 Maximum of 15" Above Seat
35 Maximum of 30" Above Seat
36 Top of Shoulders
37 Grips Below Shoulder Height
38 Handgrips Below Shoulder Height - Maximum Of 15"
39 Maximum 6" Above Shoulder Seated
40 No Higher Than Eye Level of The Operator
41 Maximum of 10" Above Fasten Point
42 Maximum of 15" Above Fasten Point

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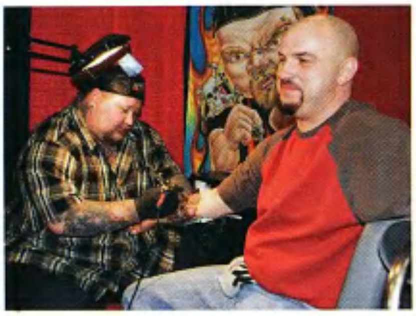
241P

MEMPHIS BLUES—GOOD PEOPLE AND GOOD TIMES ABOUND

Rollin' Into Tennessee

The whirlwind Easyriders V-Twin Bike Show Tour for 2007 took us to the land of sweet tea and some sexy sweeties. Memphis has welcomed our bike show staff for many years now and they always make us feel right at home. Memphis is known as a blue collar city, famous for the cool bar scene on Beale Street, some of the best food found in the South, and tourists in search of the Blues and maybe Elvis sightings.

This town can be a pressure cooker in the summer, with one hundred degree temps and one hundred percent humidity that makes the southern gals shuck their jeans to keep cool. If Chevrolet is the heartbeat of America, Memphis is definitely the backbeat. Good people



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OUR
TROOPS

MAPEX.

and good times abound, all to a bluesy saxophone solo.

The Bike Show Tour rolled into the Cook Center for another eye-poppin' spectacle of shiny chrome and big dollar custom paintjobs. The local bike buildin' talent always blows us away. This year we saw awe-inspiring rides such as the First Place Best of Show winner in the "people's choice" Spectator's Class, Timothy Lemons of Leachville, Arkansas, with his 2007 chopper. Michael and Jessica Thomson of Hot Springs, Arkansas, took the Editor's Choice Award for their cool little 1916 BSAK. Bryan King of Lebanon, Tennessee, impressed us with his 2005 chop job, taking home First Place Best of Show in the Judged Class.

Building up to our grand finale Invitational Show in Kansas City, we offered a Pro Class for top-notch builders to compete against the best of the best around the country. In Memphis, three builders made the grade for their chance at becoming one of the 2008 Master Builders who will tour and travel with our Bike Shows next year. Those proud winners, listed in alphabetical order, were: B.J. Gatewood of Caruthersville, Missouri; Russ Hess of Jacksboro, Texas; and Eric Warren of Tampa, Florida. Our congratulations to all.

—Dave Nichols

A smoking jacket for dads who burn rubber.

The Gear Head Garage Jacket. Authentic garage jacket styling in resilient cotton with inside and hand-warmer pockets. When a Harley dad's not riding, he's in his garage working on his bike. Give him something to wear while he's shining his chrome.

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www.harley-davidson.com/Fathersday

MEMPHIS WINNERS 2007

SPECTATOR CLASS

Best Of Show

1. Timothy Lemons	Leachville, AR	2007 Custom Chopper
2. Keith Pike	Nesbit, MS	2006 Pro-Street
3. Motorcycle Maddness	Bartlett, TN	2006 Springer

Antique/Old-School

1. Matt Kinnane	Bartlett, TN	1971 Electra Glide
2. R. Wayne Blackwell	Killen, AL	2005 WCC Dominator
3. Godfathers Chop Shop	Memphis, TN	2007 Custom Bobber

Specialty

1. Jess Garner	Blytherville, AR	2005 Custom Chopper
2. Hobbie Timmons	Breese, IL	1982 Harley Low Rider
3. Bo Cannon	Bartlett, TN	1999 Custom Chopper

Modified Stock

1. Jim Robins	Manila, AR	2002 Deuce
2. Bluefoot	Memphis, TN	1998 Custom Dresser
3. Bill Towery	Greman Town, TN	2006 FXST

Street Custom

1. Big Boyz Custom	Fenton, MO	2006 Pro-Street
2. Mark Huetson	Burlison, TN	2006 Memphis Chopper
3. Gordon Banks	Nashville, TN	2006 Big Dog Mastiff

Radical

1. Tommy Richardson	Bogallusa, LA	2007 Custom
2. Ron Peters	Russellville, AR	1999 Special Construction
3. Jeff Henderson	Blytheville, AR	2006 Custom Chopper

JUDGED CLASS

Best Of Show

1. Bryan King	Lebanon, TN	2005 Custom Chopper
2. AL Tribble	Hendersville, TN	2007 Pro-Street Custom
3. Brad Barnes	Ridgely, TN	2004 CFL

Editor's Choice Award

Micheal & Jessica Thomson	Hot Springs, AR	1916 BSAK

Best Display

Mark Monroe	Wichita, KS	2001 Custom Springer

BEST RADICAL CLASS

1. Todd Albright	Lebanon, TN	2004 Nothing But Custom
2. Larry Boggs	Mensfield, OH	2006 Rigid Custom
3. Kenneth Welty	Collierville, TN	2006 Big Bear Chopper

BEST STREET CLASS

1. Tommy Mullins	Nesbit, MS	2004 Diablo Viper
2. Logan Counsell	Union City, TN	2003 250 Harley
3. Bear Creek Custom	Somieville, TN	Bear Creek Custom

BEST SPECIALTY CLASS

1. Bryan King	Lebanon, TN	2005 Custom Build
2. B.J. Gatewood	Caruthersville, MO	2003 Gatewood Custom
3. Randy Snell	Jonesboro, AR	2006 Custom Chopper

BEST ANTIQUE/OLD SCHOOL CLASS

1. Mike & Jessica Thomson	Hot Springs, AR	1917 Auto Cycle
2. Bubba Hinton	Bartlett, TN	2006 Bobber
3. Andrew Howsden	Millington, TX	1962 Super Hummer

BEST MODIFIED STOCK CLASS

1. Mark Monroe	Wichita, KS	2001 Custom Springer Pan
2. Mike Snyder	Marrilton, AR	1999 Fat Boy
3. Danny Metcalf	Southhaven, MS	2001 Deuce

PRO CLASS FINALISTS

(All Pro Class winners take home trophy from show, and are invited to compete with their winning bike in Kansas City, MO at the Invitational Bike Show on May 5, 2007. Top 6 bikes from the Kansas City Pro Class finals, will be invited to be a 2008 Easyriders Centerfold Tour Master Builder.)

B.J. Gatewood	Caruthersville, MO	2007 Gatewood Custom
Russ Hess	Jacksboro TX	2006 Old-School No Rules
Eric Warren	Tampa, FL	2007 Pro-Street

Photos: Billy Tinney

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★ Live Music
WILSON, NC
July 13-15
Wilson County Fairgrounds
(I-264 to Hwy 301 South)
Earlybird Camping begins Thursday
PROSPECT, PA
July 20-22
Butler County Fairgrounds
(On Rt 422, 8 Miles West of Butler)
FOWLERVILLE, MI
AUGUST 17-19
Fowlerville Fairgrounds
(I-96 to Fowlerville Exit, go North to Grand River Rd.)
Earlybird Camping begins Thursday
CHILLICOTHE, OH
AUG. 30-SEPT. 3
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)
Earlybird Camping begins Wednsday
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In days of old we used to run around with a barely functioning mechanical rear brake and often no front brake at all. The reasoning, if you can call it that, was that in order to go faster, you had to remove every ounce of weight. A front brake was just dead weight, hell, all it did was slow you down! The few of us that formerly held this view and are still alive have rethought our position. Besides, with the advent of disc brakes and the liberal application of billet and chrome, brakes are no longer an eyesore, they are now regarded as eye-candy. For those who still hold the minimalist view, there are companies making sprocket brakes, perimeter brakes, and even tranny brakes. So, from this moment forward, let it never again be said that brakes are for sissies.

—Kit Maira

EASYRIDERS' BRAKE GUIDE

ROAD WINDER FLOATING BRAKE ROTORS

Front and rear Road Winder Floating Brake Rotors ($182.95) are styled to complement Road Winder Custom Wheels and are one of 10 custom floating rotor designs now available from Harley-Davidson Genuine Motor Accessories. Right and left hand rotors are available to mirror the directional design of the swept spoke wheel. The chrome-plated inner spider features textured inlays, polished spokes and is joined to a stainless steel outer rotor for style and function. See dealer for fitment details.

Harley-Davidson, 800-443-2153, www.harley-davidson.com

PM DIFFERENTIAL BORE CALIPERS AND 13-INCH DISCS

The PM Differential Bore Brake Caliper increases braking power and feel at the lever by utilizing a smaller piston at the disc entry and a larger piston at the disc exit. The result is more efficient pad to disc contact, reduced heat and increased braking power. PM says that combined with their 13-inch full floating rotors, these 6 piston direct bolt-on calipers are the very best braking available for your H-D. It works with stock or PM master cylinder and is available in polished, chrome or black anodize finish.

PM RADIAL MOUNT REAR BRAKE SYSTEM

Performance Machine R&D created a bottom mount bracket that flows perfectly into the lines of the caliper and can be easily adjusted to match several different disc sizes. It includes adapters for 3/4-inch and 1-inch axle, as well as spacers for 10-inch and 11.5-inch discs.

Performance Machine, Inc., 714-523-3000, www.performancemachine.com

JAYBRAKE 2000 UP SIX PISTON CALIPERS

The new Jaybrake six piston calipers are designed to fit most stock Harleys, 2000 and newer. They are now available with and without radial lines for single disc or dual disk applications. They are designed after its "J" Series six piston calipers. The manufacturer says adding a Jaybrake six piston caliper to your stock Harley or custom will improve your braking performance without breaking the bank.

Jaybrake, 716-592-0554, www.jaybrakeoriginals.com

DRAG SPECIALTIES UNIVERSAL BRAKE LINE AND FITTINGS

These black universal 3/16-inch o.d. nylon brake lines are ideal for custom fabrication. The semi-rigid nylon construction offers unparalleled flexibility, allowing the builder ultimate control. Drag Specialties also carries compression-type chrome fittings with a unique concave design. These lines and fittings also work great for custom hydraulic clutch applications. For off-road and show use only—not DOT certified. Lines and fittings are sold separately. Made in the USA.

Drag Specialties, www.dragspecialties.com

RC COMPONENTS BRAKE CALIPERS

RC Components line of custom brake calipers combine style and function into one small package. Each caliper is constructed from high-grade billet aluminum

and then chromed to a high luster, showroom quality finish. Underneath all that shine, these calipers have been engineered to deliver superior, worry free stopping power.

RC Components, 800-931-0324, www.rccomponents.com

CUSTOM CHROME 4-PISTON BRAKE CALIPERS

These stylish calipers are a great buy because they come chrome-plated with mounting hangers and hardware. They're ready to fit to the rear of many Softail models and any front end from 1984 thru 1999, including Springer fork assemblies. Thanks to its reversible mounting bracket, the front caliper kit can also be installed to the right-side fork leg on dual disc models.

CUSTOM CHROME SPROCKSTER

This drive-side brake caliper/sprocket combination allows you to show off the other side of your rear wheel. This combination features the DNA Super Spoke design and is a great match to any wheel, billet or laced.

Custom Chrome, 800-729-3332, www.customchrome.com

SPROCKET BRAKE KIT

HHI has added another new product to their stable of braking systems for

custom applications. The Sprocket Brake kit shown here features a 4-piston caliper designed for maximum stopping power and good clean looks. The supplied 51-tooth sprocket is manufactured from heat treated stainless steel and works with a 530 chain. Kits are available for both left and right-side drive 1-inch axle sealed bearing wheels.

Hawg Halters, 877-442-5837, www.hawghalters.com

WILWOOD STEALTH FRONT BRAKE SYSTEM

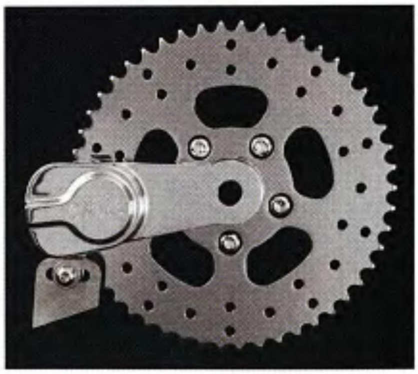
Wilwood Disc Brakes says this innovative front brake system combines superior stopping power with a classic "no brake look" for 41mm Wide Glide front forks. As the name implies, the Stealth Brake System is virtually invisible. A pair of dual piston calipers gets mounted, inboard and out of sight, to the fender mounts on 41mm Wide Glide front forks. The typical brake rotor disappears and is replaced by pad contact faces mounted into the rim of custom-billet front wheels. A billet aluminum axle clamp stabilizes the front fork assembly allowing the builder the option of including a front fender. By eliminating the front brakes from view, custom builders can now use the Stealth Brake System to draw full attention to their craftsmanship and one-of-a-kind wheel, fender, and front end designs.

Wilwood Engineering, 805-388-1188, www.wilwood.com

GMA ENGINEERING

New rear brake kit for 2000 and later FLHT and Road King models. GMA has designed a performance brake kit to stop those big cruisers and touring bikes. These new calipers have a one-piece brake pad designed to give more surface area for better stopping power and better feel at the pedal. The new rear FLT kit, along with the existing dual front caliper kit combined with its Ductile Iron rotors, will give you the stopping power that you need. This rear brake kit is a direct bolt-on that comes with all of the necessary hardware needed for installation. The stock brake line and master cylinder can also be used with this kit.

GMA Engineering Inc, 402-330-5105, www.gmabrakes.com



EXILE SPROCKET BRAKE KIT

Exile Cycles was one of the first to offer a drive-side brake system and their Sprocket Brake Kit is still the sleekest rear end treatment for your rigid or Softail. Bulky imitations are starting to appear from other manufacturers, but a clean, minimal appearance is the whole reason drive-side brakes were originally conceived. Don't be fooled by their compact design, however, because this puppy will lock up your rear wheel when required. The Sprocket Brake Kit was designed for both form and function. The sprocket/rotor is machined from polished stainless steel and is available in a 48-tooth and a 50-tooth version. The caliper bears the Exile logo and is available in polished,

chrome, or black anodized finish.

Exile Cycles, 818-255-3330, www.exilecycles.com

GOODRIDGE PLATINUM SERIES BRAKELINES

Goodridge has introduced their new "Platinum Series" brake lines for Harley-Davidsons. It has added a brilliantly shining braided cover to its premium stainless, braided, PTFE-lined hose for aesthetics and covered that with a clear PVC cover for abrasion protection. The brake lines are available in universal or kit form. The PTFE liner is compatible with all hydraulic and clutch fluids, while the clear PVC cover is UV resistant. The chrome-plated fittings that complete this product range will not peel, chip, fade, or leak under normal operating conditions. Like all products by Goodridge, they're covered by the exclusive Goodridge "Guaranteed Forever" warranty. Prices start at $33.00.

Goodridge, www.goodridge.net

PRO-ONE PERFORMANCE BRAKING

No matter if you're building a ground up chopper or just want to personalize and your factory ride, Pro-One has a unique brake set up to meet your needs. From custom engineered assemblies designed specifically for right-side drive machines to an awesome collection of billet front and rear calipers and hangers, these components offer the latest in high-performance brake technology and sanitary clean appearance. Pro-One also manufactures one of the largest selections of custom rotors. No matter what look you're after it has a rotor that is sure to be "just right."

Pro-One, 800-884-4173, www.pro-one.com

FLYRITE CHOPPERS PRIMARY BRAKE KIT

Flyrite Choppers claims the ultimate in braking with traditional style, function,

and value. The FRC Primary brake line offers a 4-piston front brake for either a springer or hydraulic front end that includes a 420 stainless, 11.5-inch rotor, brake link, and mounting hardware. The primary rear brake is a 2-piston sprocket/rotor setup and includes a polished 420 stainless Roket rotor/sprocket (48-tooth for 530 or 530 O-ring chain) and all attaching hardware. All FRC brakes are machined in-house. Recommended master cylinder bore of 5/8-inch for optimum performance.

Flyrite Choppers, 512-918-2467, www.flyritechoppers.com

NEW BREMBO BRAKES

QTM Inc exclusively offers the QTM/Brembo 4-piston, four-pad calipers in chrome paired with a QTM/Brembo oversized full-floating rotor. These calipers are the latest technology in motorcycle braking. Because they have one brake pad for each piston, the performance of the caliper is unmatched. As always, this caliper offers the same advantages that only Brembo calipers have including: built-in dust seals, hard-coated bores, and hard-coated aluminum pistons. All of the QTM/Brembo full-floating rotors have a stainless steel friction surface that is mounted to a billet aluminum carrier with QTM's own "silent" floating hardware. This eliminates the noise that usually accompanies true full-floating discs.

QTM Inc., 714-575-5000, www.qtmi.com

PERIMETER BRAKE SYSTEM

Perimeter brakes were first introduced into the sportbike arena years ago and these are not just a show bike novelty. If you were trying to stop a spinning wheel with your hand, would it be easier if you squeezed the hub or the tire? RMD Billet's perimeter brakes are manufactured from lightweight but aircraft-strong aluminum, not heavy stainless steel. The rotors are then coated with the same ceramic that's used in high-performance automobile braking systems. Ceramic reacts quicker, consumes less heat and wears less than steel. Something else you will only find with RMD Billet's perimeter brakes, along with the matched, in-house designed calipers, is a direct bolt up to its unique three-piece wheels.

RMD Billet, 507-348-8877, www.rmdbillet.com

APEX HIGH-PERFORMANCE FLOATING ROTORS

Lyndall Racing Brakes presents their new 11 1/2 inch Apex rotors. These state-of-the-art metal composite floating rotors are designed for Harley-Davidson motorcycles. The outer ultra-lightweight friction disc is secured to a polished aluminum center carrier using fully machined aircraft-grade 70-series aluminum buttons. The manufacturer claims the metal composition friction disc not only reduces weight, it also dissipates heat better than mono-steel rotors. They are available for front and rear fitment on most 1984-present Harley-Davidson motorcycles. LRB rotors are made in the U.S.A.

Lyndall Racing Brakes, 800-400-9490, www.lyndallracingbrakes.com

360 BRAKE

The 360 brake is said to function better than conventional systems and is completely contained in a five-inch hub spacer around the axle; it looks as if there's no brake at all. The circular piston and pads are activated by hydraulic pressure, all of which revolve 360-degrees around the axle. This design applies 360 degrees of braking pressure to the rotor delivering substantially greater braking power, as well as better control with smooth, straight-line braking and improved distribution of braking between the front and rear wheels. The brake hub will fit 3/4-inch, 1-inch, 20mm, and 18mm axles.

Baldwin-Wilson Development Corp., 317-852-STOP, www.360brake.com

RESTO/CHOPPER-BRAKES FROM PAUGHCO

Paughco has one of the largest selections of direct replacement and custom brake components for Harley-Davidson motorcycles to be found anywhere. From early pedal assemblies and mechanical actuating components to caliper hangers, replacement anchors, chrome disc brake covers and more, it has you covered. Paughco also offers replacement drums in chrome and black, new brake shoes, brake drum and sprocket assemblies, actuating rods, springs and just about anything else the restoration or custom enthusiasts could need.

Paughco, 775-246-5738, www.paughco.com

SPROCKET ROTOR KIT

Eurocomponents sprocket-rotor kit fits all hidden-shock and rigid frames. The kit includes a 51-tooth sprocket which works also as a brake rotor, rear 2-piston brake caliper with brake pads, caliper bracket and necessary hardware. Everything is on one side of the rear wheel, to leave the other side completely clean. The sprocket-rotor is made of stainless steel. The caliper and bracket are machined out of billet aluminum and are available polished or black anodized. They are available for left- or right-side drive, and front rotors and calipers are available to match.

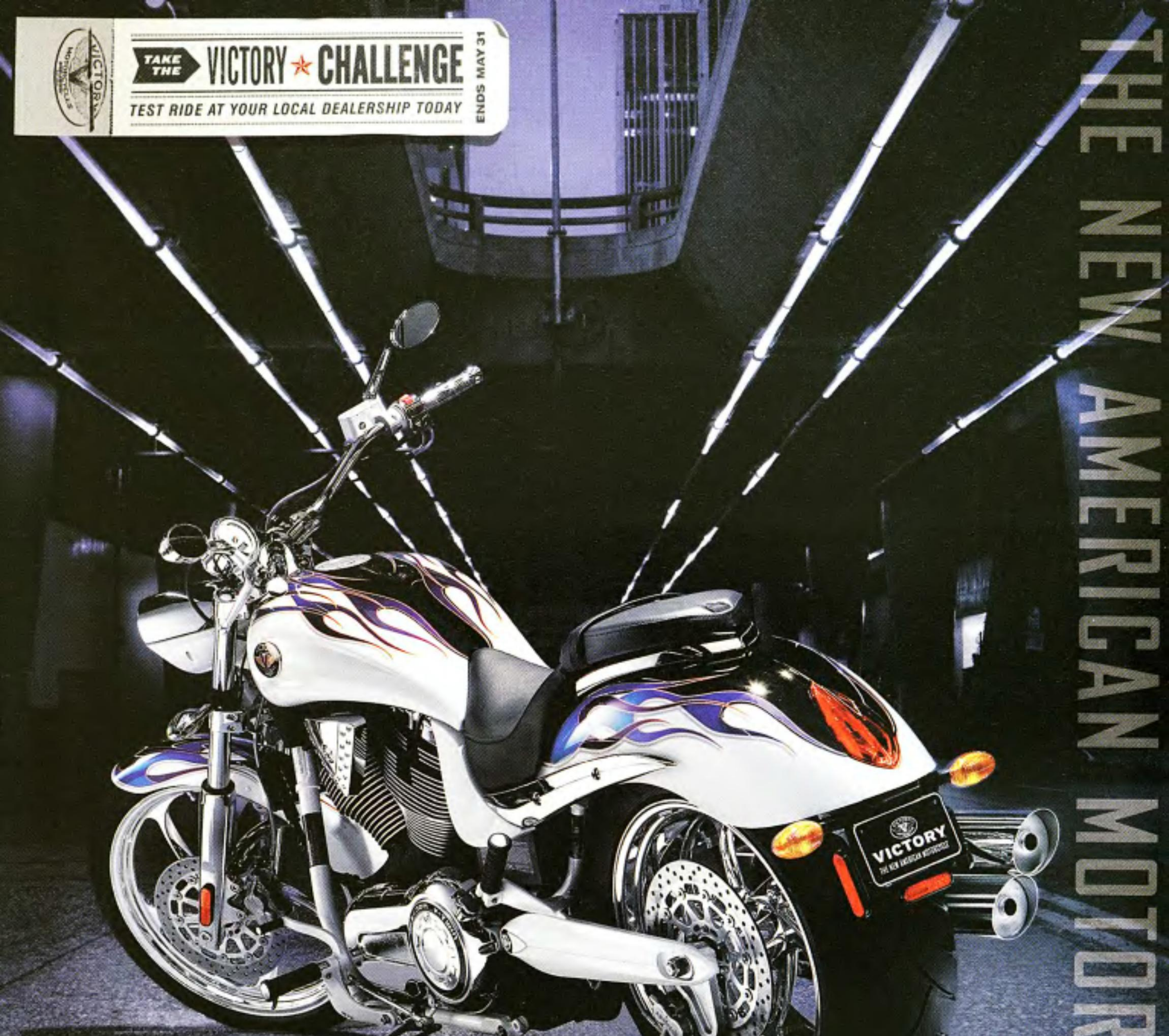
Eurocomponents, Inc., 386-274-5729, www.eurocomponentsusa.com

UNDERWORLD LINELOKKER

With the flip of a lever you can now lock your front brake. Simply apply your front brake and flip the lever and your front brake is locked. The Linelokker can be used as a parking brake, trailering brake and line lock. It comes in handy when stopped at a light on a hill (no need to hold your front brake on). It can be used as a parking brake when parked on a hill or slight incline. It locks your front wheel and keeps it from moving when trailering and can be used by off road professionals to do a burnout.

It installs easily in minutes. Several versions are available to fit most motorcycles.

Underworld Inc., 516-342-9031, www.underworldnewyork.com



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Talking Tech

ANOTHER FIX

Regarding "I Hear Ya Knockin'" in the February issue, another explanation Willy might check before tearing down the engine is the possibility that the splines of the drive sprocket have become enlarged due to loosening of the crankshaft nut or the stress of shifting. That could allow the sprocket to rock on the shaft. In my case that happened and it did sound like I had major engine problems, yet the engine ran great with the exception of the knocking, which got progressively louder as I rode more miles. This happened in 2001 on my 1991 Sportster. I didn't find the problem until after I had torn the engine apart and purchased $1,500 in parts. Keep up the good work!

Patrick Gillander
Virginia

Don't you just hate that? But thanks for the tip, Patrick. Willy, did you get that?

RAINY DAY BLUES

I purchased a new 1984 FXWG Harley that has been a pleasure to own and ride. Around 1995, when leaving Key West and riding back to Daytona, I ran into rain and my bike started missing. I could only run about 30 mph. The motor was running on one cylinder, but I do not know which one. Both cylinders fired if I did not try to increase the rpm. When I got past the rain, the bike performed perfectly. This would happen every time I got caught in the rain. About eight years ago, I changed over to a Crane single-fire ignition with new coil and spark plug wires. But I got caught in the rain again and my engine started missing and running on one cylinder again. I have asked several mechanics about the problem and no one knows what causes it. I have tried spraying water from my garden hose to the front of the motor and the motor misfired two or three times. I also put a new S&S carburetor on my engine, but it still misses in the rain. Can you advise me how to fix this?

Tom Robertson
Internet

Water is getting between a wiring connector or a bare spot in the insulation and the frame or some other part that is grounded to the battery. That shorts the ignition circuit to ground. The problem area is probably near the coil or the switch. Take your dash off and look for wires with bare spots in the insulation and burn marks where a connector has shorted against something. If you don't find anything, point your hose at the coil connections, the ignition switch, and other areas in the ignition circuit one at a time until you pinpoint the problem. If it's a bare spot in the insulation, cover it with a few wraps of electrical tape or a dab of silicone seal. If it's a connector that's too close to the frame or another grounding point, loosen the screw or nut that attaches the terminal and swing it one way or the other to increase the clearance between it and whatever it seems to be grounding against.

GET A GRIP

I bought an old set of handlebars for the grips, which are different from any I've ever seen before. So far I haven't been able to get them off and I obviously don't want to mess them up. Do you have any suggestions?

Wing Man
On the Internet

Wedge a long, skinny screwdriver between the grip and the bar and work it in as far as you can, taking care not to poke a hole through the grip. Squirt some carb cleaner into the gap and work your way all the way around, spraying carb cleaner in as you go. Eventually, you will be able to break the grip loose. Then, just roll it back and forth until you can twist it off. Before you install the grips on the new handlebars, squirt carb cleaner on the bars and inside the grip. It will work as a lubricant at first, but then leave the inside of the grips nice and tacky so they stay put.

FILTER FOLLY

I have heard that you shouldn't use a Twin Cam oil filter on an Evolution, but nobody knows why not. The mechanic from a local shop says that won't cause any problem.

Moe
Out there

Evos filter oil on the low-pressure, return side of the oiling system. Twin Cams filter oil on the high-pressure side, so they can get away with a finer filter element. The TC element can trap much smaller particles, but is also more restrictive. Anything that causes a restriction on the return side of an engine has the potential to cause problems, such as oil backing up inside the engine until it pukes out the breather. Using a TC oil filter on an Evolution motor is begging for trouble.

RATIO ROUNDUP

It's time for a trans rebuild and this time I am going to give the old girl, which is a '66 shovel, a full set of Andrews gears. I am confused about the different first and third gear ratios and wondered if you could help me out with this.

Big Foot
Everett, Washington

Andrews offers four, first-gear ratios: 3.00:1, 2.60:1, 2.44:1, and 2.24:1. The 3.00 gear has tons of pulling power, but peaks out at 6 or 7 mph. You probably don't want that unless you have a 300-pound girlfriend and need the extra oom-pah-pah to get rolling from a dead stop. The 2.24 and 2.44 gears are too tall for street use unless you drag race or have an extremely light motorcycle. That leaves the 2.60, which I chose for my 4-speed. For third, you can choose between a close-ratio 1.35 gear and a stock ratio 1.23 that will provide slightly more of a gap between second and third. The 1.35 ratio is a blast when you're riding aggressively, but can be a pain if you spend much time slogging along in traffic.

BLOWIN' LIGHTS

I ride a 5-inch stroked shovel that blows tailights every time I ride it hard, even the so-called heavy duty ones. I tried isolating my tailight bracket with insulation foam but that didn't make any difference. What should I try next?

Stroker Ace
Kentucky

LED's, dude! All major distributors carry LED replacements for the venerable 1157 filament bulb. That'll do the trick for ya!

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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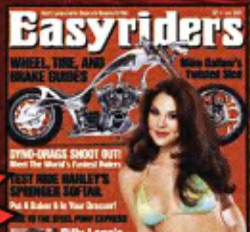

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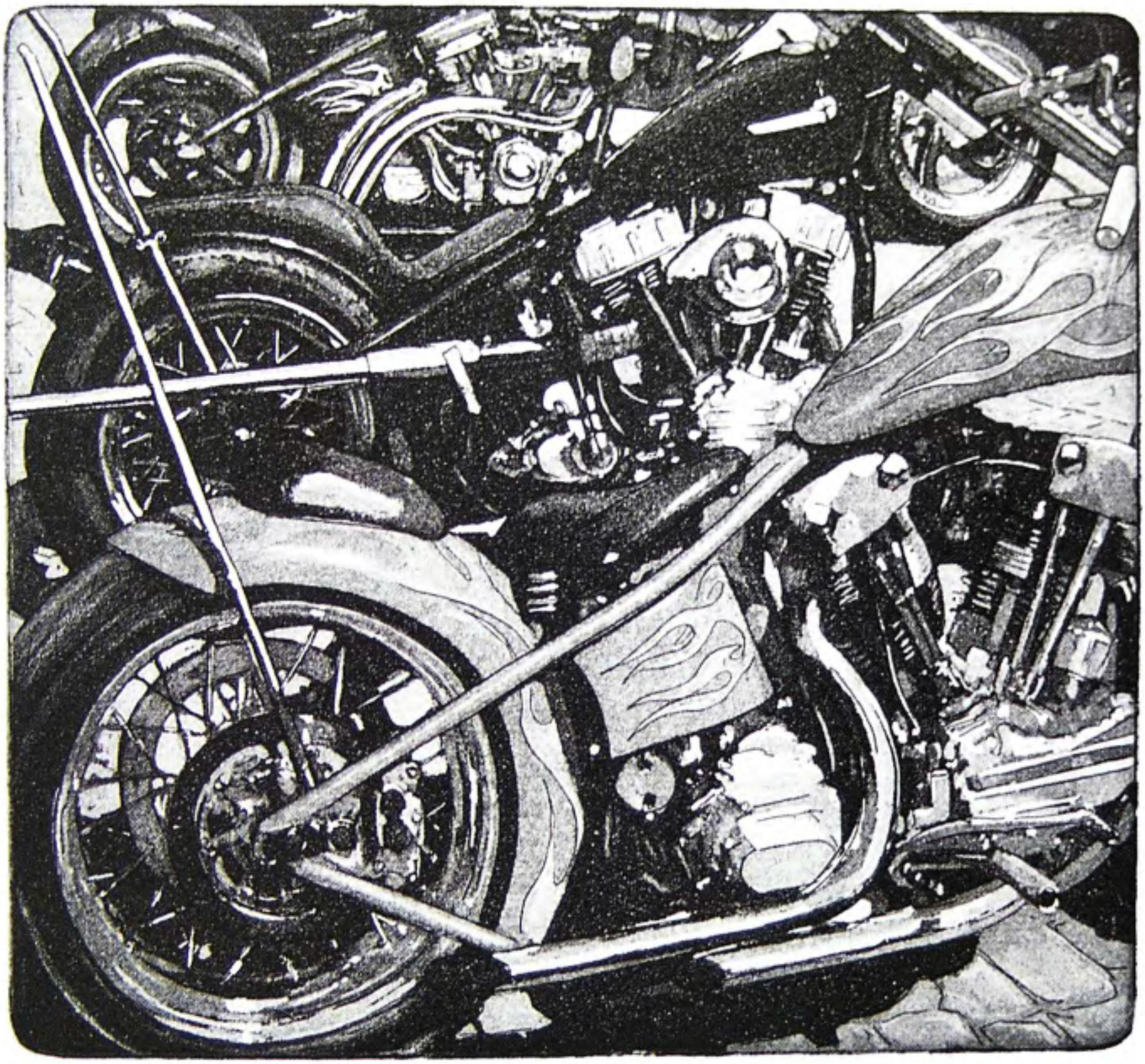


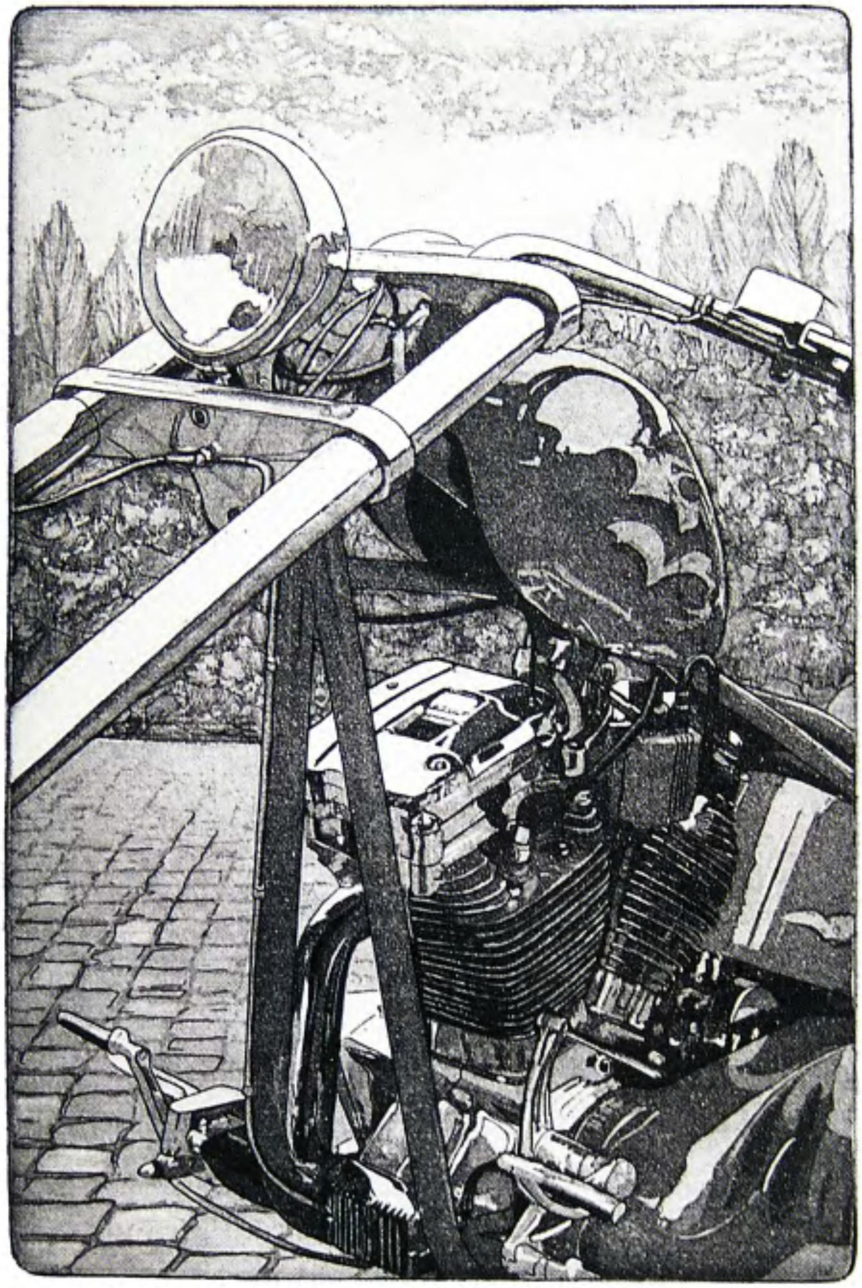
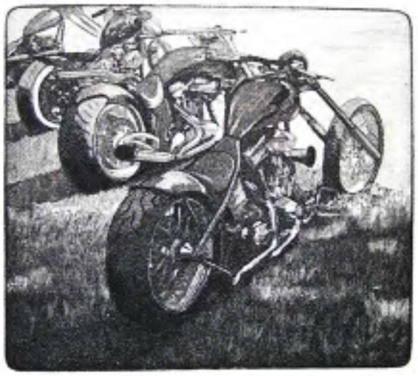
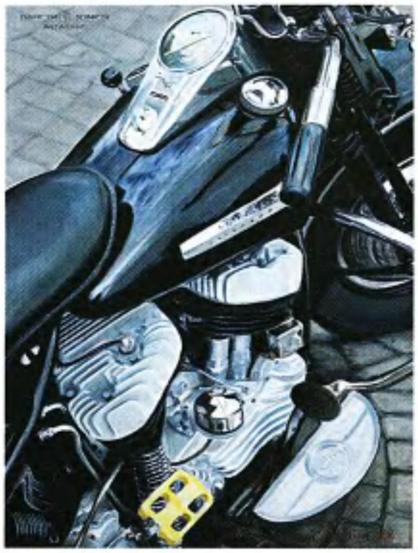
THE MOTORCYCLE ART OF GARETH JONES

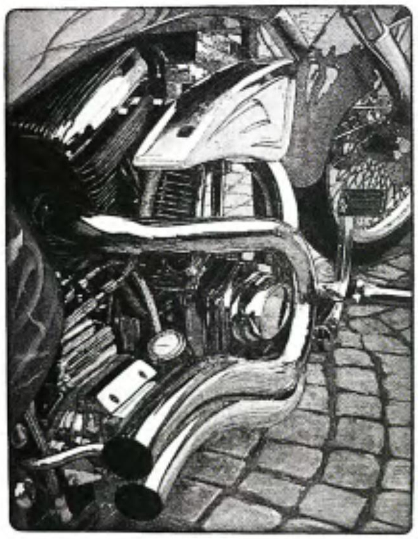
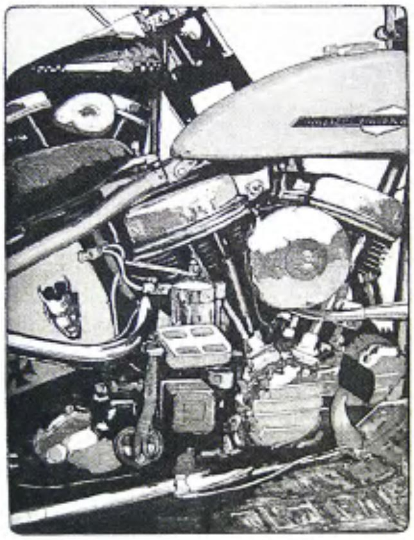
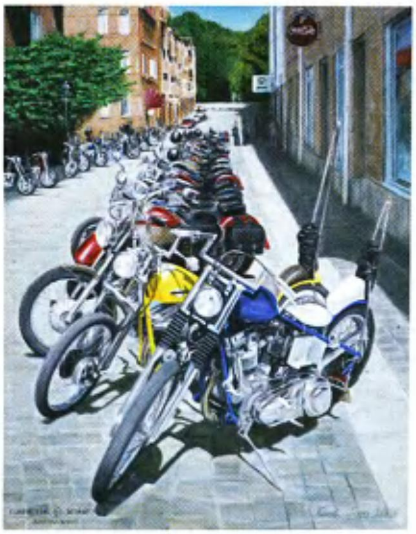
MASTER OF TWO WORLDS

Gareth Jones, an artist and third generation biker, brings new perspective to the world of motorcycle art. As a motorcycle enthusiast and self-taught student of the masters who regularly visits museums in his native England, Jones uses traditional techniques on a modern subject to create classic pieces with a modern edge. "It's like two different worlds really," he says. I study 19th Century art, but create work with motorcycles. It's like mixing two worlds together." With oils and etching as his two media, physically the scale of Jones' work represents two different worlds as well.

The colorful oil paintings Jones creates are large, typically on canvas measured in meters. He produces a sketch and paints originals in the traditional fashion then uses the high tech giclee process to reproduce them. (Reproductions are reduced in size.) Jones' black-and-white etchings are smaller, measured in inches (typically 4 x 6 to 10 x 13). Etching is a 200-year-old art form requiring remarkable expertise, skill and patience to create a single detailed piece. Each is hand carved on copper using acid. The piece is made into a plate, inked by hand, and then printed. When you buy one of Jones' etchings, you know he has had his hands on every part of the process, including inking and pulling the press himself. It takes a lot of time and effort to produce what he does. "Like a bike builder who takes five days to make a gas tank, it takes me five days to produce an etching," says Jones. With his work, he is trying to push the envelope and bring something different to the table—something motorcycle enthusiasts have "never seen in art before."

"I make the bike scene my muse," says Jones. "You are what you are," he says, and Jones is into bikes, just like his father

Images: Gareth Jones

Gareth carefully plans his pictures, so they work alone or as part of the series for which they were created. Composition, tone and color all play a part in Gareth's work. Pushing the art in a new direction is what he finds exciting.

and grandfather before him. He spent time in Sweden enjoying the chopper scene riding and partying. It was there people noticed his work and asked to buy it. Eventually, he developed the confidence that he could make a living combining two passions: art and bikes. Jones built a studio in his backyard by himself, making his own equipment and laying it out just how he wanted. Owning his own business requires him to market his product, so he attends shows where he displays his work and gets an earful.

"At shows, people discuss and critique your work right in front of you," says Jones. "They are very passionate and analyze what they see instantly." Often what he hears is "Wow, it's so different." Jones finds it particularly rewarding when he knows people really like his work—when he can tell there is instant appeal. "One guy came to my booth looked over the work and left. He came back minutes later with his friends and bought five pictures. His friends bought three or four more," remembers Jones. "I live for moments like that."

Gareth Jones' work is now available online and may be purchased via the Internet. He has been busy with his series work, and with the recent completion of his British bike series, will also be available for commissions. Call: 0044-791-766-1967 or visit www.garethjonesartworks.com for more information.

—Joanne Morris

Heads Up!

A Cool Panhead—Built By A Couple Of Dickheads

Well, the "Dickheads" have done it again. A team of merry pranksters from Illinois, this group of gearheads spend their days toiling away at various jobs, but come quitting time, grab a quick sandwich, a six-pack and head to the clubhouse. And there they have a way of moving metal into new and cool configurations. Bikes or cars, it doesn't matter, but bikes are the specialty of the house. Angelo Delraso, Doug Jurkas, Lep Cummins, Greg Ponto and Travis Fleck—the Dickhead Choppers team—definitely know how to make it happen. That is, between the beers and bullshit, of course.

All kidding aside, the guys do some great work. This blue-and-scalloped blend of old-school and new twists, won the Pro Class at the Easyriders/V-Twin Bike show in Louisville, in Columbus, grabbed a Third Place in the Judged Class and came home with another trophy at the Kansas City Invitational last year. Not bad for a bunch of guys just getting together after work to mess around with some metal.

"What we shot for this time," Angelo tells us, "was an old-school look all mixed up with some new tricks here and there." The centerpiece, of course, is that mixed-up pan, a 103 incher using two rear cylinder heads and twin S&S carburetors. Putting all that in place wasn't easy. It turned out to be a little more involved than just slapping some heads on top of some barrels. The cams had to be reversed for that rear head now in the front and the geometry for the pushrods had to be modified as well. Greg Ponto, the engine wizard of the crew, got it done. Meanwhile, the rest of the gang were busy offsetting the mounts for that mixed-up motor just a little bit—chopping off the mounts for all the foot controls and making their own, mounting twin master cylinders underneath the transmission and then working up a system that has those plain-Jane rubber hand grips twisting internal controls for the throttle and front brake. They also fabbed the oil and gas tank and rear fender while they were at it.

All this happens in a 40- x 80-foot shop set up just for The Dickheads. And it's all just a hobby. During the day, Angelo works for a utility company, Doug's a heavy-equipment mechanic, Lep's just retired from another utility company and motor-man Greg works for the electric company. Travis, the man with the spray guns, just took a job

as an over-the-road trucker. "So ever since he painted this one he's kinda been MIA," Angelo says.

Nobody has any plans of selling the latest creation just yet. "We gotta ride it first!" they say in unison. Trophies are nice, but enough of that show scene. "If we're gonna build something, we damn well better get to ride it hard and put it away wet." Inevitably, though, the blue beauty will go on the block and the money it brings will be used to finance the next Dickheads project. Not that the guys are lacking for work, you understand. There's another panhead going together for a guy who commissioned their talents—a pretty cool old bike with a Jammer frame from the '70s and some old Hallcraft's wheels. Then there's that 1960 Chevy pickup truck that's getting a 1,000 horsepower motor. "People bring in all kinds of stuff for us to play with," Angelo says. "We've ended up putting together quite a few bikes for guys, usually old stuff, but we'll build whatever anyone wants."

First things first—and this is a hobby.

—Joe Kress

First, crease at perforation, then remove poster at right. ▶

Easyriders

passin' gas

A third-string football player named Smith tells his wife, "Honey, I've been sitting on the bench most of the season and it looks like I'm not going to play today, so would you put on my uniform and take my place while I go to the bathroom?"

The wife agrees and he leaves.

In the last three minutes of the game the coach yells out, "Smith, you're in!"

She can't say anything because her husband would lose his contract and probably be sued. She thinks of what can happen in just three minutes as she runs into the game. The next thing she knows she has the ball and all these guys are jumping on her. She passes out.

When she comes to, she finds she's in the locker room naked from the waist down.

The coach sees her coming around and says, "Don't worry, Smith! They say as soon as we get your balls down where they belong, your dick will pop right out."

Rocky Meyerson
W. Palm Beach, Florida

Two bikers went out into the woods to do a little duck hunting, and while one kept close watch, the other drank a dozen beers. After considerable time passed, a solitary mallard flew over. The sober bro took aim but missed. "Quick!" he shouted to his drunken buddy. "Try and hit that duck!"

The inebriated biker waved his shotgun in the general direction of the sky, pulled the trigger and damned if he didn't hit the duck.

"That's incredible!" exclaimed the sober bro.

"Not really," said the drunk bro. "When there's a whole fuckin' flock, ya can't hardly miss!"

DAC
Ogden, Utah

"Sorry honey, it's really hard to break old habits."

"See what I mean... he treats everything I say, or do, like it's a big joke!"

A blonde was summoned to appear in court as a material witness.

"Would you please be so kind as to inform the court where you were on the evening of August 20, 2006?" asked the prosecutor.

"Objection!" interjected the defense attorney. "Relevance?"

"Oh, that's okay," said the blonde from the witness stand. "I don't mind answering the question."

"I object!" repeated the defense attorney, rising from his chair.

"No, really," said the blonde. "I'll answer."

"If the witness insists on answering," ruled the judge, "there is no reason for the defense to object."

"May we approach the bench, Your Honor?" asked the defense lawyer.

"Approach," said the judge, whereupon a heated exchange between both sides took place for several minutes. "As I ruled earlier," the judge said, "if the witness is happy to answer the question, the defense has no grounds for objection. So the prosecution may ask the question."

"Thank you, Your Honor," said the district attorney. Turning to the witness stand, he asked once more, "Where were you on the evening of August 20, 2006?"

The blonde replied brightly, "I don't know."

David Chance
Ogden, Utah

Q. Why does the law society prohibit sex between lawyers and their clients?

A. To prevent clients from being billed twice for essentially the same service.

Tim Jenning
Strafford, New Hampshire

Isn't having a smoking section in a restaurant sorta like having a peeing section in a swimming pool?

Tim Jennings
Strafford, New Hampshire

During a wild frat party at a Wisconsin country house, a blonde had way too much to drink and staggered outside for some fresh air. Reaching a grassy field, she lay down to watch the stars and almost dozed off when a cow, searching for clover, carefully stepped over her. Groggily, she raised her head and said, "One at a time, boys, one at a time."

D.C.
Out There

Dan Quayle, George Bush and Bill Clinton were riding in a car in the Midwest when they were caught in a tornado. The car was thrown into the sky. When it landed, the politicians found themselves in the Land of Oz.

"I'm going to see the Wizard and ask him to give me a brain," said Quayle.

"I'm going to ask the Wizard to give me a heart," said Bush.

"Where's Dorothy?" asked Clinton.

Greg Cook
National City, California

Do you know the difference between people having guts or balls? This should help.

GUTS — arriving home late after a night out with the guys, being met by your wife with a broom and having the guts to ask, "Are you still cleaning or are you flying somewhere?"

BALLS — coming home late after a night out with the guys, smelling of perfume and beer, lipstick on your collar, slapping your wife on the ass and having the balls to say, "You're next."

R. Grinch
Ridgewood, New Jersey

Two executives, Gary and Bill, staggered out of their company's holiday party in New York City. Bill crossed the street, while Gary stumbled into a subway entrance.

When Bill reached the other side, he noticed Gary emerging from the subway stairs.

"Where've you been?" Bill slurred

"I don't know," replied Gary, "but you should see the train set that guy has in his basement."

Rocky
West Palm Beach, Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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Owner: The Dickheads
City: Minooka, Illinois
GENERAL
Designer: Dickhead Choppers
Fabrication: Doug Jurkas, Angelo Delraso
Year/make: Special Construction
Model: Chopper
Assembly: Doug, Angelo
Time: 6 months
Chroming: "Lep's" Polishing
ENGINE
Year and make: '56 Harley-Davidson pan
Rebuilder: Greg Ponto
Displacement: 103 cubic inches
Cam: Leinweber
Ignition: Magneto
Carb: S&S
Air filter: S&S
Pipes: polished stainless
TRANSMISSION
Year/make: 2002 RevTech
Shifting: 6-speed, jockey
PAINTING
Painter: Travis Fleck
Color: blue
Type: old-school flake
FRAME
Make: Dickhead Choppers
Type: rigid
Rake: 48 degrees
Stretch: 8 inches up
Shocks: nope
ACCESSORIES
Handlebars: drag bars
Handlebar controls: internal
Fenders: rear, but not much of one
Headlight: bullet
Taillight: Warbird
Speedo: never
Pegs: Dickhead Choppers
Foot controls: Dickhead Choppers
Gas tank: Diamond
Oil tank: Dickhead Choppers
Seat: Dream Evil Customs
Mirrors: Diamond
Grips: rubber
FRONT END
Type: springer, 20 inches over
Builder: Denver's Choppers
WHEELS
Make: custom laced wire
Size: 21-inch front/16-inch rear
Tires: Avon, 200 rear
Brakes: JayBrake, Exile
Photos: Michael Farabaugh

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"You don't want me to have tan lines, do you?"

Strip Club Choppers

As marketing geniuses go, John Lange has got to be very high on what presumably is a fairly manageable list. Just look at the bike, and you'll see what I mean. Yes, that's a stripper's pole coming out of where you'd normally expect the rider to sit. "Well, you can't ride that thing," you might say, and you'd be wrong.

The pole, you see, comes right out for when you want to head to the next strip club, for instance. Not that you would need to, mind you, because you have your very own strip club with you at all times, and of course you'd also have to be John to own this thing.

John built the bike as a promotional tool for his business, Strip Club Choppers in Huntington Beach, California. It's neither bike shop nor strip club, but it is one of the fastest growing parts, accessories and clothing manufacturers in the country, at least according to John's Web site.

John takes the bike to all the major and not-so-major runs around the country, and potential applicants are always welcome, he says. "It's pretty sturdy," he describes his invention. "We've even had some larger women on there, and it handles everything pretty well. Of course, they can't bounce around too much, or the scoot might tip over."

But even that could be a lot of fun. I mean, who wouldn't want to catch the poor, half-naked girl before she hits the ground, right?

Strip Club Choppers sells lots of parts that feature the image of a bodacious and round-assed stripper wrapped around her pole, from sprockets and rotors and sprotors to wheels and primary covers…, you name it. Anything that has room for a stripper will be adorned with a stripper, seems to be John's motto.

Part two of his ingenious marketing plan is taking the bike to the different runs. He's been to big ones like Sturgis and Daytona, but he also hits the smaller ones like the Bikini Bash in San Antonio (June 9) or the Cross Roads of America Bike Rally in Hutchinson, Kansas (July 13-15), where he generously inspects and auditions local talent.

Beyond that, John also sells clothing, furnishings, trailers, lifts, and "contraband" with the stripper logo. To find out more about this chopper and what constitutes contraband in John's eyes, simply click your way to www.stripclubchoppers.com. It's a great way to get your very own stripper. —*Tripper*

Photos: Rick Hustead

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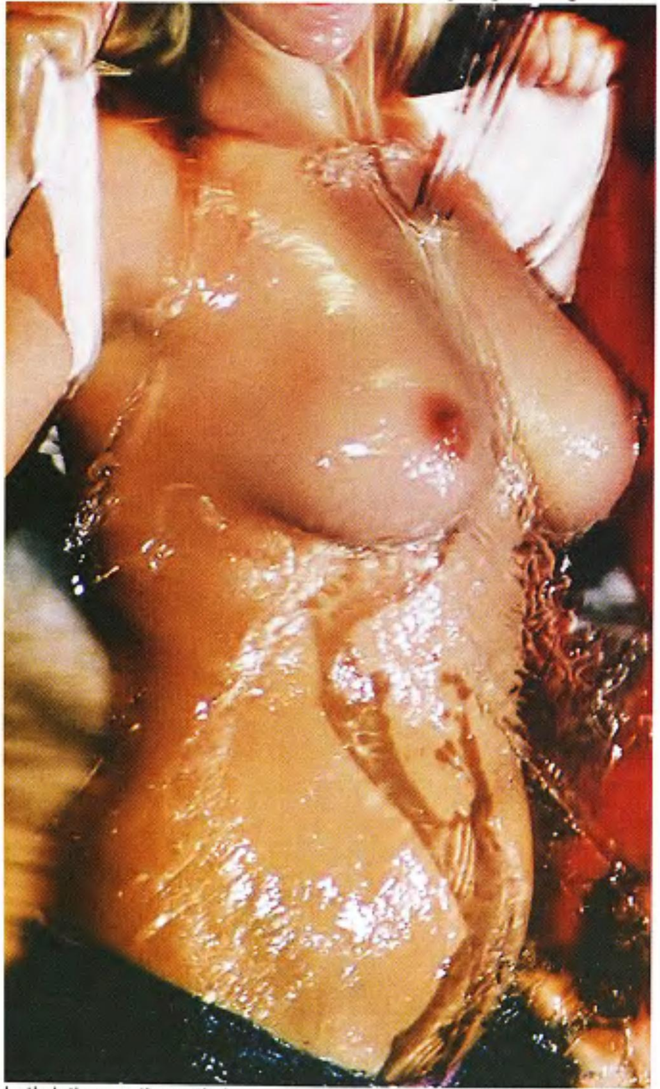
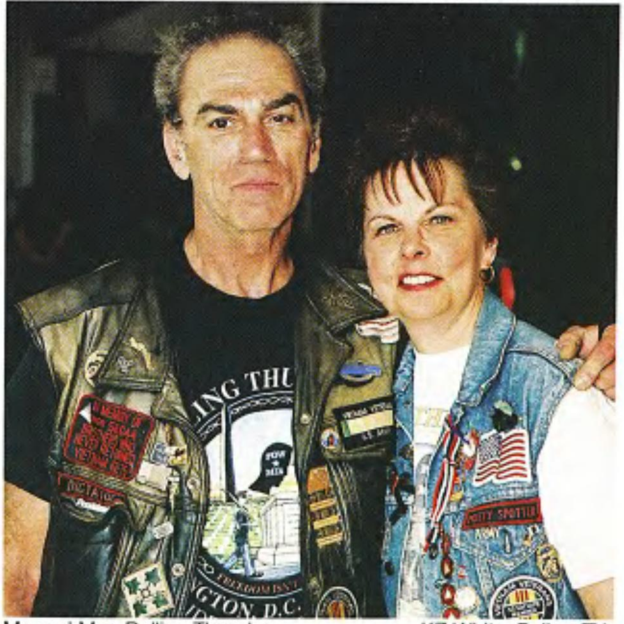
MOTORCYCLES

There's nothin' like a good smoke and a ride. Big Dog in Sturgis '06. —*Anthony Davis, Philadelphia, PA*



Let's lather up those tits! —*Bill Cromwell, Westminster, MD*

Harleyday greetings. —*Norm and Laurie Maxwell, Manchester, MI*



Mr. and Mrs. Rolling Thunder —*KZ White, Dallas, TX*

Roadside shower. —Michael Noel, Huntington, WV

Freedom Fest cutie. —Eric Haney, Mt. Pleasant, NC

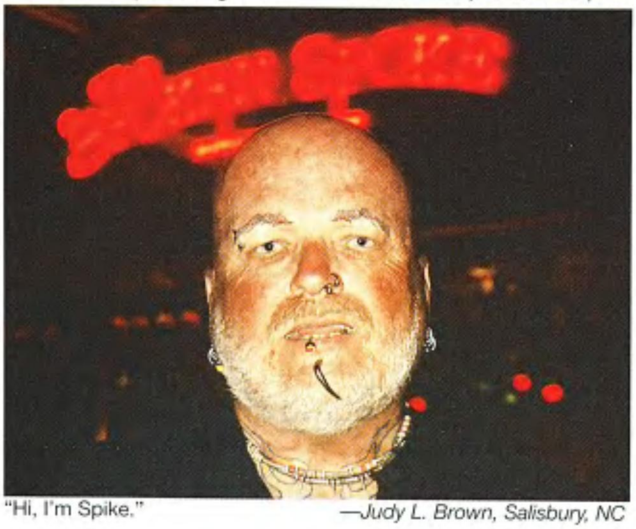
Up to no good. —Michael Noel, Huntington, WV

Boogyin' to Biketoberfest. —Judy L. Brown, Salisbury, NC

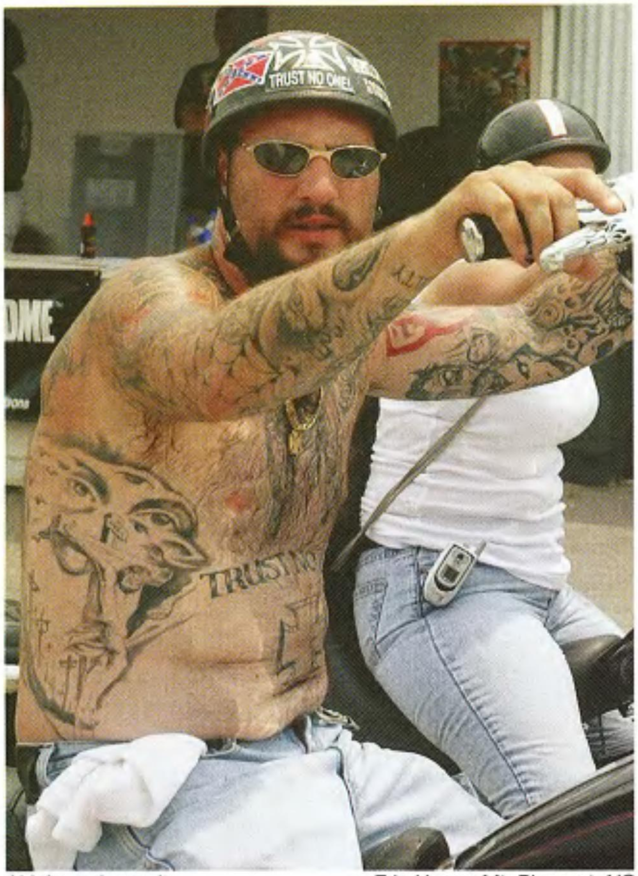
Python envy. —James M. Donald, Rich Creek, VA

Last stop, that's it. —James Colter, Tarpon Springs, FL

This butt's fer you! Sturgis '06 —Jason Puser, Greenwood, NY


"Hi, I'm Spike." —Judy L. Brown, Salisbury, NC

Shake that money maker. —Bill Cromwell, Westminster, MD



Airin' out them pits. —*Eric Haney, Mt. Pleasant, NC*

Rockabilly Rob and promo pals. —*John Coppins, Ogdensburg, NY*

"Damn bug went up my nose!" —*Judy L. Brown, Salisbury, NC*

One expensive wienie roast. —*David Coldwell, Erdersee, Germany*

Proof that sissybars are comin' back. —*Eric Haney, Mt. Pleasant, NC*

The boyz from Illinois make a beer run. —*Mark McCall, Mesa, AZ*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

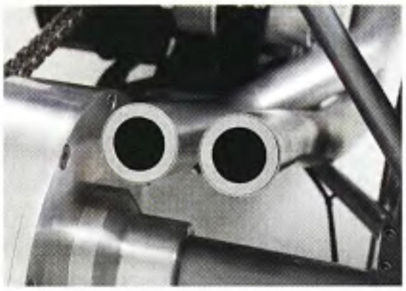
Exile Builds Another Tremendous Trike

Tammi's Training Wheels

Tammi Evens is a 26-year-old veterinary technician who lives in Surprise, Arizona, and likes to ride with her dad. She says, "I went to the East Meets West Biker Build-Off with my father two years ago. My dad has been into bikes ever since I was little. I developed the interest because of my father. The other trikes I looked at all seemed so boring. When I saw the Exile trike, it was so seductive and sensual. It wasn't all the flash and glam like you see from a lot of other bikes. That is what drew me to it, the classic elegance of the trike. I decided to put an order in and they actually finished it the day before my birthday last year. I picked it up and brought it home to Phoenix."

"I like the beefy, meaty, almost macho but sexy look of the trike. The rear wheels are what really attracted me to it. I had a Ninja when I lived in California, but I didn't want to be on something so 'standard' as a regular two-wheeled bike. I'm into eccentric things. There is nothing out there that looks like that Exile trike."

Tammi's trike follows the simple Exile formula. For the most part, that includes a TP Engineering powerplant, coupled to a JIMS transmission via a Primo belt drive and packaged into an Exile-by-Daytec frame. Most of the other components are supplied by SJP, for whom Exile is the sole US distributor. From time to time they will use a different



Badass Brit, Russell Mitchell, head honcho at Exile Cycles.

GOOD YEAR
EXILE

powerplant if the customer wants something exotic, like a knucklehead, for instance.

For Tammi's trike they fitted Boyd Coddington Smoothie wheels and Goodyear Formula 1 tires to the custom trike differential housing machined by Exile. Brake mounts are fabricated to accommodate the Volkswagen calipers. Tammi opted for the reverse of Russell's Build-Off trike for the color scheme, a black motor with a gray powdercoat finish on the sheet metal. Those boys at Exile are picky when it comes to the

color, but this choice was deemed "acceptable."

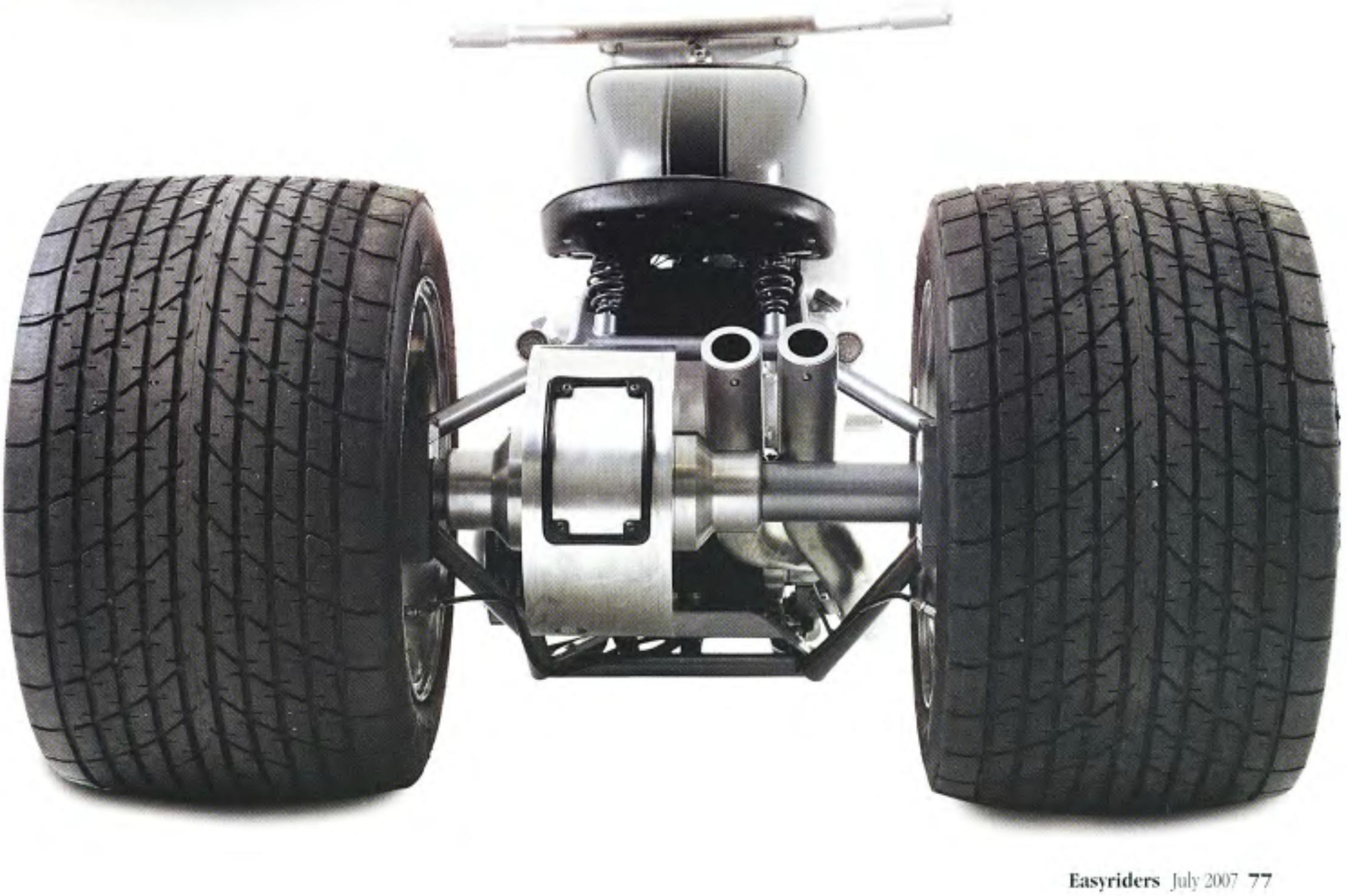
What's new at Exile? The crew is thrilled with their new digs, which were unveiled at the 10th Anniversary party last year. The new premises are more then quadruple in size from the old place. Efficiency and productivity are up and so is creativity. New products are also on the horizon. Russell tells us, "We are starting to finally get to grips with something that we have been meaning to do for years, which is coming out with a line of parts for stock bikes—something that you can install on your stock Softail or Dyna to Exile it up."

While Russell and Exile Cycles are no longer involved with the *Build Or Bust* TV show on SPEED Channel, opportunities continue to show up on their doorstep. At this writing, they are headed to Daytona to shoot a show with Original Productions' Hugh King for the 4th installment of the popular *Motorcycle Mania* franchise. As part of the show, the boys built a bike for rocker John Mellencamp in the back of their truck while parked on Main Street and delivered it finished during Bike Week. It should air soon, so check the TLC listings for dates and times.

Tammi says that after her experience with Exile, she will be a customer for life. "The way that they treated me through the build process, the way that they accept their customers like their family, their overwhelming urge to please their customers really snagged me." Last year at the Laughlin River Run, she made her appearance on the trike and also sporting a brand-new tattoo of the Exile logo. "I went to Laughlin because a friend of mine's a tattoo artist in Vegas and was going to be there. On a whim, I figured that since they were so great to me, I could share the love and sport a Exile tattoo."

—Kit Maira

EXILE
GOOD YEAR



Owner: Tammi Evens
City: Surprise, Arizona

GENERAL
Fabrication: Exile Cycles
Year/make: 2006 Exile
Model: Trike R
Assembly: Exile Cycles
Time: 4 months
Chroming: as if
Polishing: ScotchBrite

ENGINE
Year: 2006
Builder: TP Engineering
Displacement: 121 cubic inches
Cam: TP Engineering
Carb: TP Engineering
Ignition: Crane Hi-4
Pipes: Exile Cycles

TRANSMISSION
Make: JIMS
Year: 2006
Shifting: 6-speed
Special Features: hand-shift

PAINTING
Molding: none
Painter: Tony Markus
Color: metallic silver
Type: powdercoat
Special paint: black stripe

FRAME
Maker: Exile Cycles
Type: trike
Rake: 56 degrees
Stretch: none

ACCESSORIES
Handlebars: 1 1/4-inch drag bars
Risers: one-piece
Handlebar controls: Exile internal throttle
Fender: none
Headlight: SJP
Taillight: Lazer Star
Speedo: none
Pegs: Exile Cycles
Electrics: Exile Cycles
Foot controls: Exile Cycles
Gas tank: Exile Cycles
Oil tank: Exile Cycles
Oil system: TP Engineering
Seat: LePera
Mirrors: none
Grips: Exile Cycles

FRONT END
Type: hydraulic
Extension: 8 inches over
Builder: SJP Tech Line

WHEELS
Size: 21-inch front/16-inch rear
Hub: Exile front/Boyd Coddington Smoothies rear
Rim Width: 14 inches rear
Tires: Metzeler front/Goodyear F-1s rear
Brakes: none up front/Volkswagen rear
Special Thanks: my dad, Ron
Photos: Rick Hustead

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FoxHunt

Meet December's Winner

Meet yer December Fox Hunt winner, lil' ol' Jennifer from Louisiana. Jennifer's yer typical farmer's daughter, insofar as she really likes welcoming you into her clutches, then "accidentally" getting caught close to the act by her pa and his trusty shotgun. Trust me. Seein' as how that little debacle made us "married" in her kin's eyes, we flew her out to Cali for a shoot with NorCal photog Mike Chase and the owners of Riff Raff Customs, to make a decent woman out of her. Oh, we did that, all right...and then some. Jennifer was a good sport and didn't even complain as her return flight stopped over in Reno, thus giving this "happy union" a quickie divorce. Not wanting to see how good Pappy was with that scatter-gun, we parted ways; however, she tells me she has a sister I didn't meet. Sounds like another trip to the Dirty South is in order! Yup, I'm a dumbass! *—L. KaBong*

Rachelle—South Carolina

#0701

"Living in the Carolinas, there are many places to go riding. If I get the offer from the right guy, I know all the 'scenic' spots, if ya know what I mean."

Amber—Florida

#0702

"I was 17 at Bike Week in Daytona. I had to park far away and some guy I didnt know asked if I'd like a ride. I have been hooked ever since."

Win $1,000!

Diana—Oklahoma

#0703

"It was with my Dad many years ago. It was such an unforgettable moment."

Robin—Rhode Island

#0704

"It was 10 degrees on Christmas Eve, but I couldn't wait to jump on my new bike."

Lois—Illinois

#0705

"My first ride on a Harley was many years ago and I can still remember that great sensation. I never wanted to get off...or did I?

Renee—Kentucky

#0706

"I remember that it was my boyfriend's 1987 Low-rider. I loved it! It's just too bad I couldn't have kept the bike...it had more stamina!"

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, <u>win $1,000</u> by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders.*

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #409 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), April 1, 2007. The voting deadline for this month's crop of cuties is April 30, 2007. We'll announce the winner in the September 2007 issue.

Sweet leapin' Jesus! Those things are as big as my head! No, they are...we tested it out. Ok, my head's bigger but it was fun tryin' it out. Make sure to come back next month and see what other fun we had!

409

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an Easyriders photo shoot, and this authorization shall extend to photos created from such photo session.

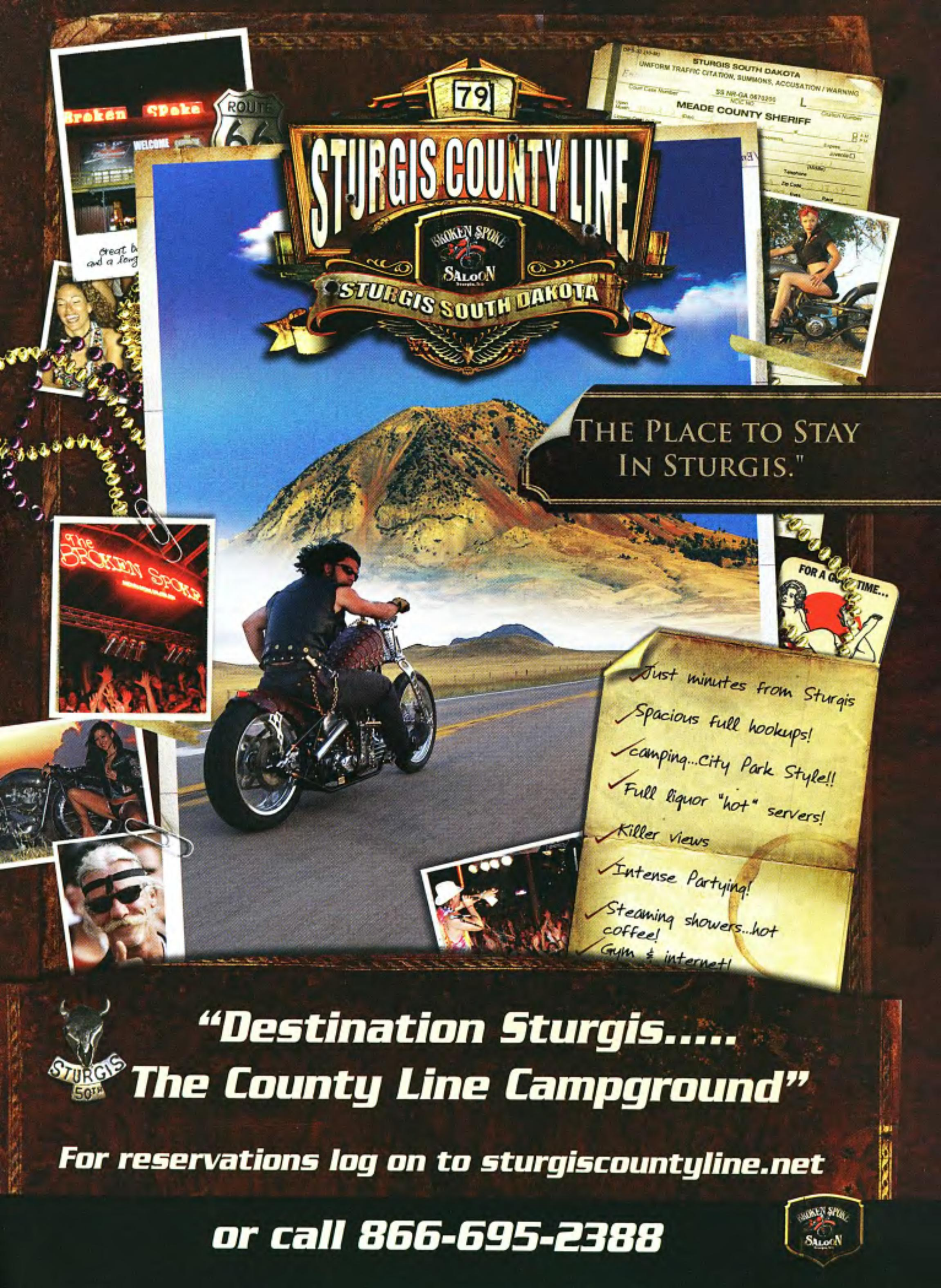
Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ☐ Nude ☐ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. *Don't forget to vote! These girls are depending on you!*



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A Truly Seductive Ride From KCC

Unzipped

How Glen keeps his eyes on the road and his mind on traffic is anyone's guess. Most of us probably would have crashed this bike the third or fourth time out on the road, simply because we would have been totally distracted by the awesome pair of tits just yearning to burst out of the (presumably) slowly unzippered suit before our very eyes. It's like having your own personal stripper doing her thing while you're riding!

Glen must be a cool cat and not get swayed very easily. Does the image on his bike represent somebody he knows? Does it bring back some triple-X-rated memories? He only laughs by way of explanation and tell us that he lives in Vegas.

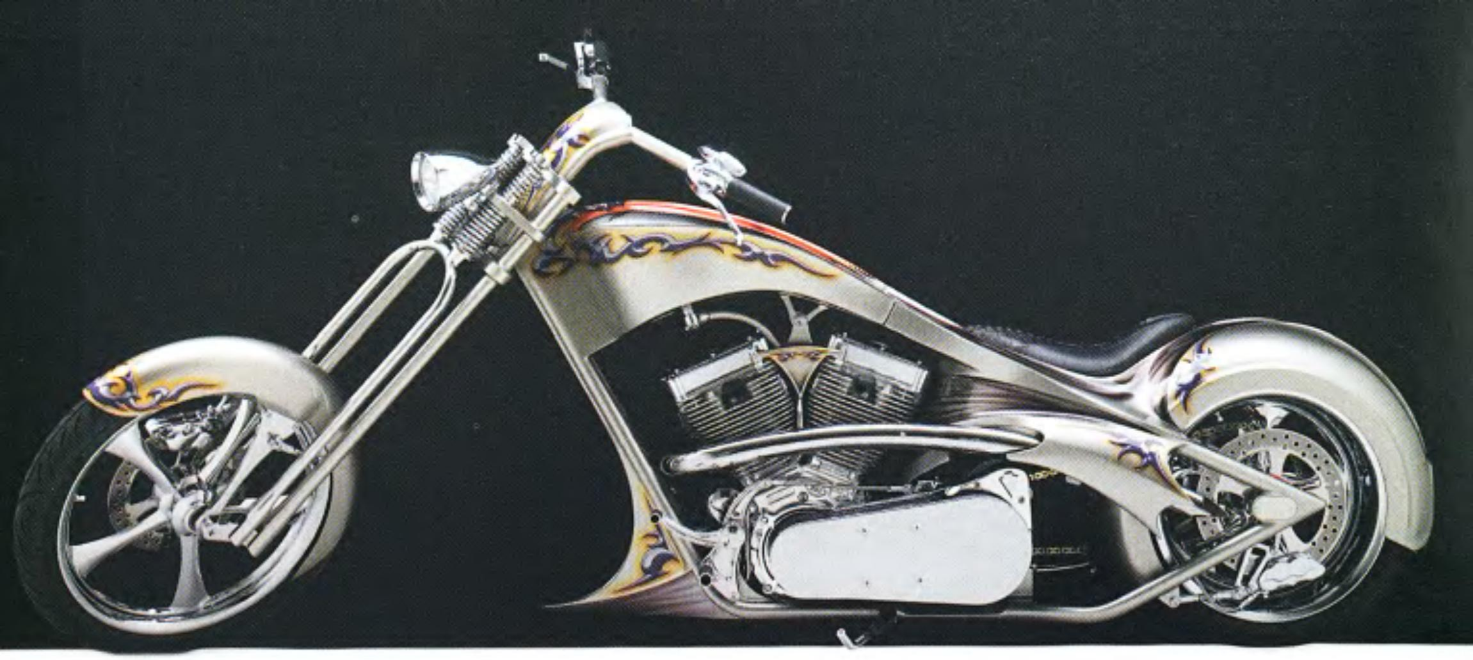
This is the fifth or sixth bike Kim Suter of KC Creations has built for Glen and there's a good reason for that. "Kim's good people," Glen says, "but more importantly, he knows and does exactly what I want when it comes to building me a bike."

Accordingly, Glen had a lot of input with the details, such as the long rear fender, the wheels, and the springer front end. He also had input on the seat, the fact that the pipes run one on each side, the extremely clean look of the bike in general with nary a line of hose visible anywhere—and, of course, the paintjob, which was done by Scott Thomas at KCC.

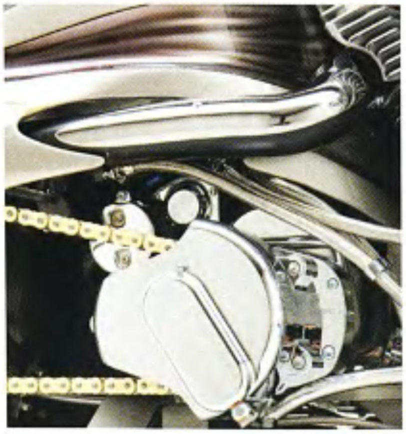
"I've known Glen since '98 and we get along great," says Kim about the project, which he calls the result of "two deviant minds getting together." Kim says the bike was based on one he had built specifically for the Easyriders Bike Show Tour 2005, which Glen seemed to like a lot and another bike Kim had built with a dominatrix-themed paintjob. "The major differences are the the front end, rear fender and the motor, which was a 145 incher with dual Mikunis in the show bike and is a 111 incher on this bike."

It took the KCC crew about five months to build, with Glen flying into town several times to have a good look at his new baby. "He's a stickler for details," Kim laughs as he thinks about the process of tailoring the bike to suit Glen's needs. "He was very picky when it came to the seat, for instance, which is made from gator hide and called a fan tail, I guess. Anyway, the scales were longer when he came in and sat down on it. 'They're hurting my balls!' he complained, so we got a pair of scissors and cut them down a bit."

Despite having—presumably—happier balls, Glen was still considering



selling the bike at Laughlin two weeks away from this writing, so it may well be that someone else is now enjoying the view and the ride. And if that's the case, you can bet Glen's having Kim build him another two-wheeled beauty at this very moment. Inquiring minds, in the meantime, can only wonder about its potential paintjob and drool... *—Tripper*



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PRODUCTS

Owner: Glen Williams
City: Las Vegas, Nevada

GENERAL

Fabrication: Paul Harder/KC Creations
Year and make: 2006 Big Inch
Model: Top Gun rigid
Assembly: Paul Harder
Time: 6 months
Chroming: Brown's Plating

ENGINE

Year: 2006
Model: S&S
Rebuilder: S&S
Ignition: S&S
Displacement: 111 cubic inches
Lower end: S&S
Balancing: KC Creations
Pistons: 10.25:1
Cases: S&S
Heads: ported
Cam: .600 lift
Lifters: hydraulic
Carb(s): S&S Super G
Air cleaner: KC Creations
Pipes: KC Creations

TRANSMISSION

Year: 2006
Modifications: polished
Shifting: 6-speed

PAINTING

Painter: Scott Thomas
Color: platinum metallic
Type: PPG

FRAME

Year: 2006
Builder: Racing Inc.
Type: Top Gun rigid
Rake: 42 degrees
Stretch: 7 inches out, 3 inches up
Shocks: none

ACCESSORIES

Bars: KC Creations/Paul Harder
Handlebar controls: Cycle Control
Fender(s): KC Creations
Headlight: Headwinds
Taillight: LED
Speedometer: Dakota Digital
Foot pegs: KC Creations
Electrics: KC Creations
Grips: KC Creations
Mirrors: chrome
Gas/Oil tanks: Paul Harder
Oil system: KC Creations
Primary cover: Taur Machine
Seat: Hornback gator

FORKS

Type: springer
Extension: 12 inches over
Builder: Redneck Engineering

WHEELS FRONT

Size: 21-inch
Hub: Driveside
Tire: 120/70/21
Brake: HHI

WHEELS REAR

Size: 17-inch
Hub: Driveside
Tire: 330/17
Brake: HHI

Photos: Michael Lichter

Brilliantly chromed $2^1/_8$" full-coverage heat shields are matched with a beautiful one-piece collector heat shield for a flawlessly clean look. A big $3^1/_2$" muffler with a custom scalloped slash-cut end and removable baffle provide classic Python® power and sound.

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The Perfect Father And Son Project

FST-One-Off

Ron Cox and his son Michael really like playing together and building unique machines. They make their own toys which includes a circle racing jet boat, a hot rod '69 Mustang Mach I, a scratch-built '64 Corvette drag racer and they also modified a '67 Austin Mini Cooper for auto crossing.

Michael went to high school with Mike Buegeleisen and the guys worked together on some of these father and son project machines. Michael's interest in motorcycles got revved up when

they tricked out a 2000 Yamaha R-1 to look like something that came from the Moto GP track. Michael and Ron had their vision of the perfect American V-twin, and Michael's research led them to the Kosman FST-1.

The idea was to handcraft a well-made machine that had a consistent and flowing design. Surrounding themselves with bike builders and designers who all specialized in diverse skills but shared their vision was essential to the rebirth of the FST-1. Everyone also shared the feeling that the bike should be mystically telling them what to do, and eventually the project took on a form that far exceeded the expectations of the entire group.

Mike was able to acquire the first (No. 1) FST-1 chassis from its limited production run of 25 units that were built in the late 90's. Next, Mike got the bikes originators on board for the project and had Sandy Kosman modify the chassis so they could route the lines and trans linkage through the frame. Martin Windmill, the other designer of the FST-1, met Mike and got a kick out of Mike's idea to expand his original design and was full of suggestions. Once the project was in its roller phase, Mike offered Michael and Ron the opportunity to complete the project. They jumped at the chance. After the roller arrived, all three guys began sketching on the shop floor with Sharpies. One good idea lead to another, and hours turned to days, but when the dust settled the shop floor was littered with the blueprints of their project.

Mike Humphreys at Polymer Optics is the genius behind so many wonderously machined pieces and his talent can best be, "not seen" in the work that went into producing the rear taillights. No detail, large or small, was considered unimportant, but their favorite handmade part is the one-off forward controls. Michael and Ron made wooden mockups of the design, while Christian Dotson of Dotson Design made sure they would fit and function correctly. Steve Blackwell at Cesco roughed out the billet blanks on his waterjet and Mike Humphreys did the machine work that made it happen. To finish the project perfectly, Ron and Michael chose Zane Cullen of Creative Concepts and Christian Dotson to produce and control the paint details and give them continuity.

These first timers to competition didn't do so shabby with a 2nd place in the Street Custom class at the Easyriders Sacramento Bike Show, 1st place at the Pomona Grand National Roadster Show, and the Elegance Award at the Blackie Gejeian Fresno Autorama. Everything is rubber-mounted to make this one smooth ride, and now that their FST-1 has paid its show-hopping dues, Michael and Ron are taking turns riding it along the very beautiful, challenging, and open back roads of Sonoma, Mendocino, Lake, and Napa Counties.

The boys live in Santa Rosa, which is smack dab in the middle of California's wine country. Until very recently, the only people to sit on the seat of this FST-1 have been Ron and Michael, Michelle Smith of *American Thunder*, and, now, the lovely Jennnifer, your Fox Hunt winner for this month. Talk about a sweet ride through the wine country—and we hear the bike ain't too bad either!

—*Limberger*

Owner: Ron Cox
City: Santa Rosa, California
Design: Ron and Michael Cox/ Christian Dotson (Dotson Design)/ Mike Buegeleisen
Fabrication: Christian Dotson of Dotson Design
Model: 2006 Kosman FST-1
Time: 15 Months
Chroming: Sherm's Custom Plating

ENGINE
Year/Model: 2006/S&S
Displacement: 113 cubic inches
Cam: Leinweber
Modifications: Doran Benson of Extreme Custom Iron
Carb: Dual 42mm Mikuni
Pipes: Big Bear Choppers

TRANSMISSION
Year/Make: 1992/Delkron 5-speed

PAINT
Molding: Creative Concepts
Painter: Zane Cullen
Type/Color: Spies Hecker/Gold Pearl and black
Special paint: Zane Cullen

FRAME
Year/Make: 2006/Kosman
Type: hidden-shock
Rake: 35 degrees
Stretch: none
Shocks: custom built
Modifications: Sandy Kosman and Martin Windmill

ACCESSORIES
Bars: custom
Risers: Michael Humphreys of Polymer Optics
Handlebar controls: Performance Machine
Fenders: Jesse James modified
Headlight: Headwinds
Taillight: ProFab billet LED
Speedo: none
Pegs: Michael Humphreys
Foot controls: Michael Humphreys
Electrics: custom
Gas tank: Evan Wilcox
Oil tank: custom
Primary: Hybrid prototype Kosman/Karata/ Primo
Seat: Francis Minaglia
Mirrors: none
Grips: Michael Humphreys

FRONT END
Type: inverted
Extension: none
Triple trees: Kosman Aero-Foil
Builder: Ceriani

WHEELS
Hub: Performance Machine
Size: 21 inch front, 18 inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Mike Chase

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BLOCK PARTY!

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September. The 3rd Annual Indian Larry Block Party was held at Indian Larry Legacy on 14th Street in Brooklyn, New York, on Saturday, September 16, last year and it was a hoot.

The street in front of the shop was blocked-off for motorcycle parking only as were many other streets in this industrial area. Family, friends and business associates were invited to the private part of the event held in the shop and in the blocked-off section outside. Food and drink were plentiful throughout the day and a righteous time was had by all. Many well-known people in the motorcycling world were in attendance and paid tribute to the man who truly lived the lifestyle and did so much for it.

The Block Party is a way to celebrate Indian Larry's life and keep his memory alive. He had a dramatic effect on the biker lifestyle and he lived a life that many envied. Larry was a dedicated biker, an artist and performer who was recognized in the last few years of his life for his many and varied talents. It can be said that he died doing what he loved.

The banner hanging over the door of the shop this year also paid tribute to another great builder who was taken from us too soon, Johnny Chop. Larry and Johnny were both friends of *Easyriders*

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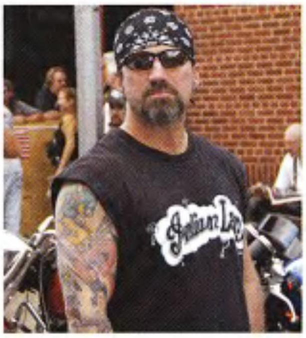

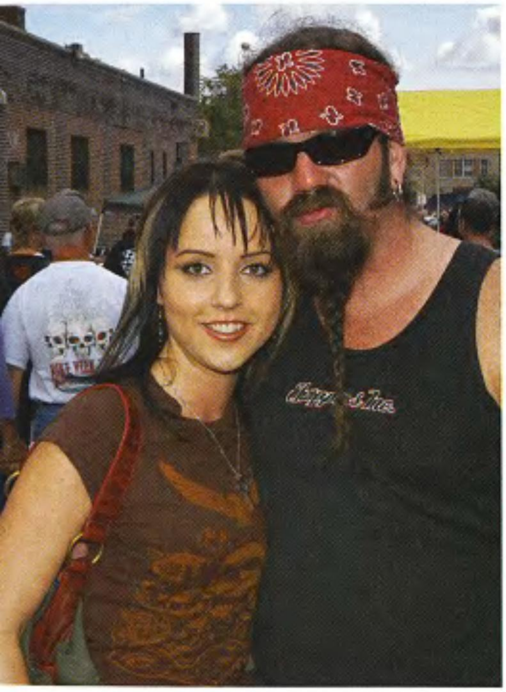

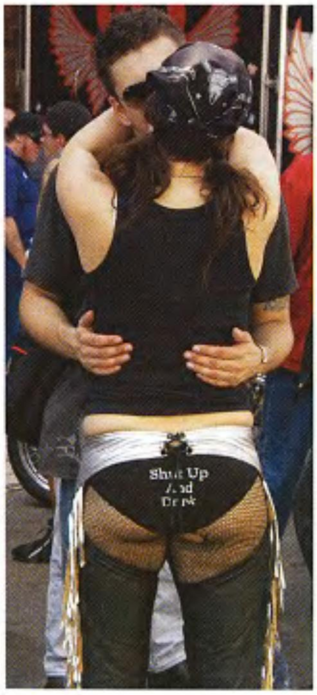
Shut Up

egacy

magazine and we truly miss them.

The Block Party went on all day, with live music and other forms of entertainment. Old friends hugged and caught up on what had been going on since they last met. It was a genuinely good time.

The metal question mark sign still hangs outside marking the entrance to Indian Larry Legacy. Inside, Paul Cox, Keino and the crew still build some of the wildest one-off choppers in the world. Each bike is built by hand using many of Larry's ideas and designs, and they all have heart and lots of it.

Bobby Seeger runs the public relations and clothing side of the business, with Bobby's lovely wife, Elisa, taking care of managing the shop's day to day operations. You'll often see Bobby at the various bike shows, runs and events around the country, always quick with a smile and a hearty, "Hey heavyhitter!"

Together, this dynamic group keeps the dream alive and they're doing a helluva job. For more information on Indian Larry Legacy visit www.indianlarry.com or call 718-609-9184. Don't forget to keep September 15 open for the 4th Annual Block Party. *—Rogue*

Photos: Rogue

"Just playing a little footsies."

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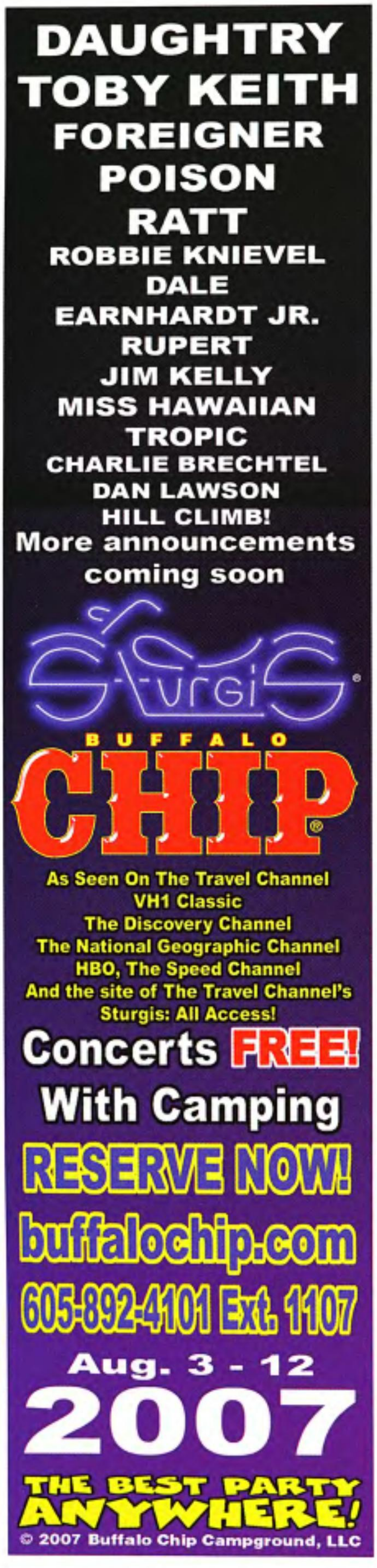
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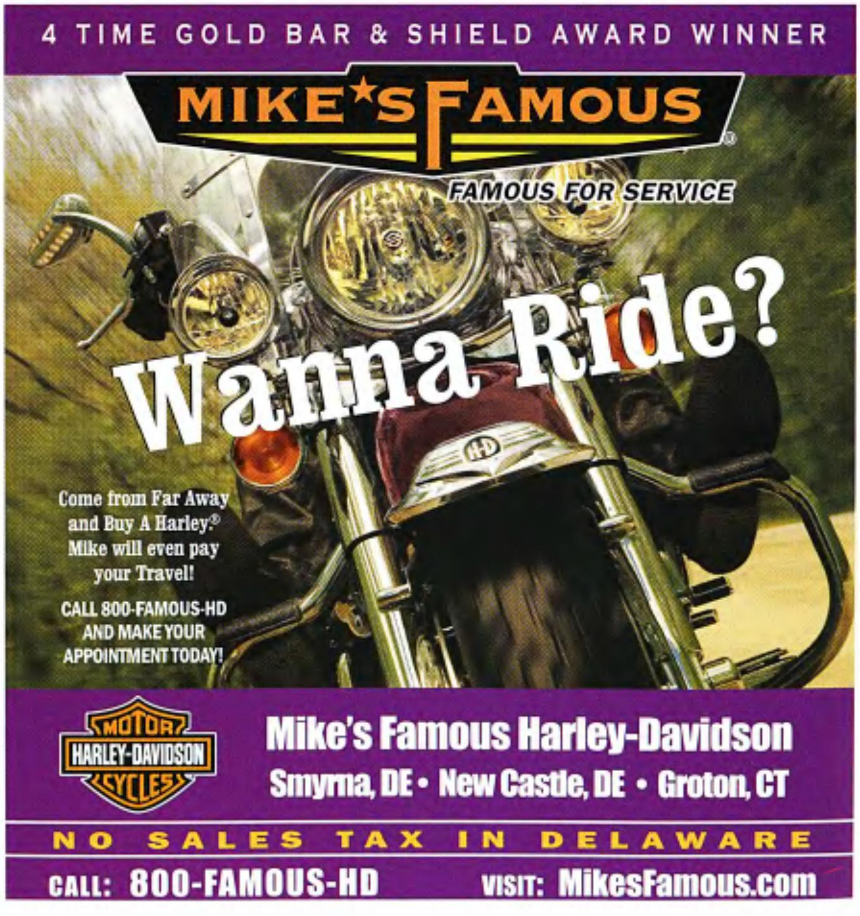
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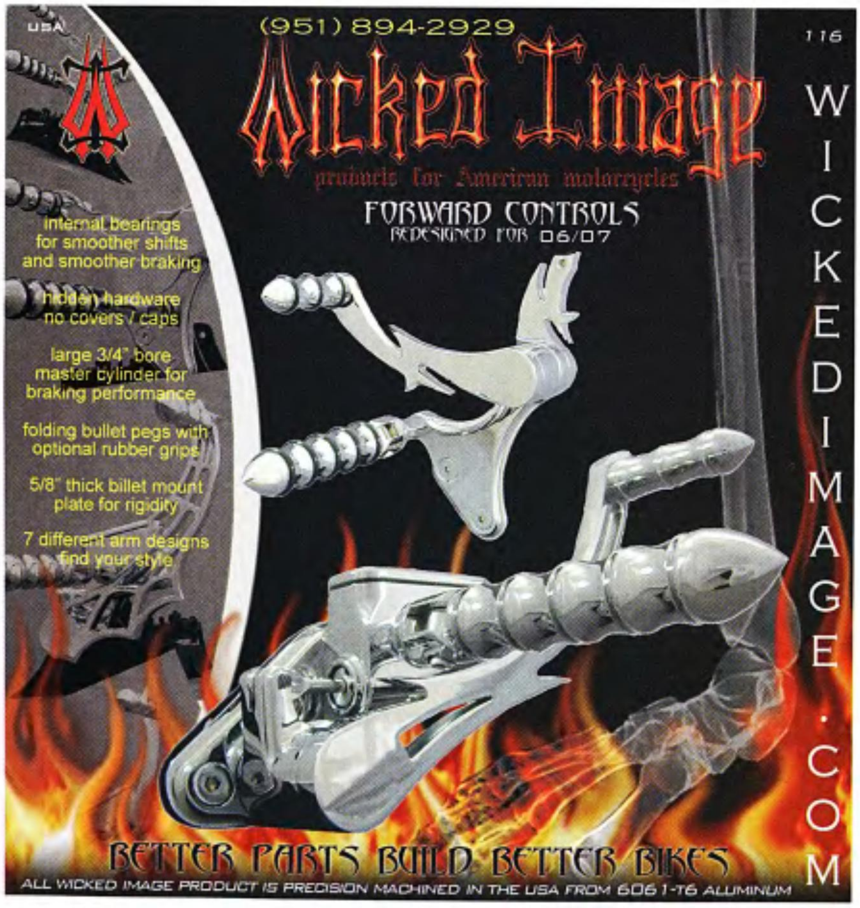
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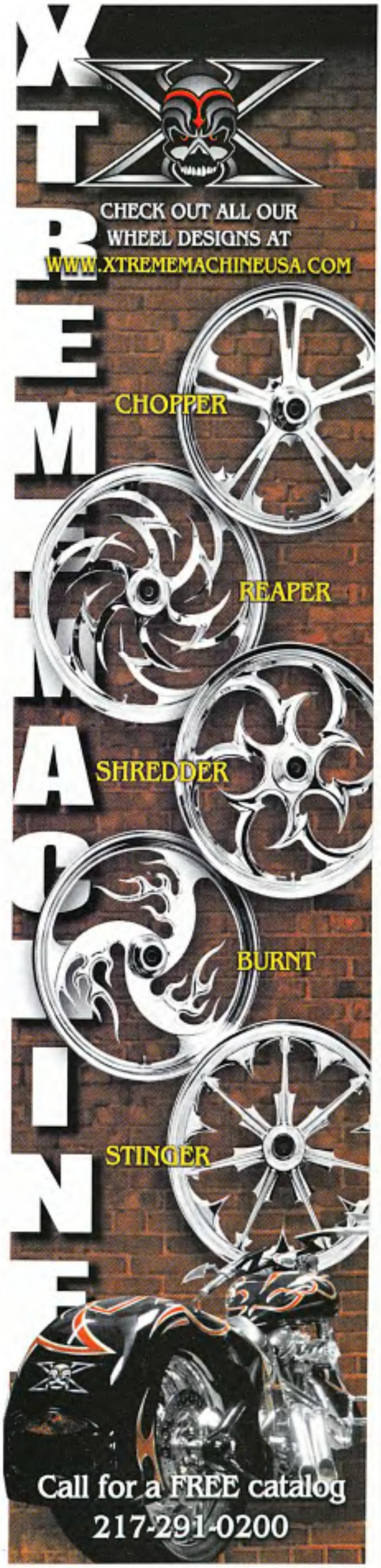
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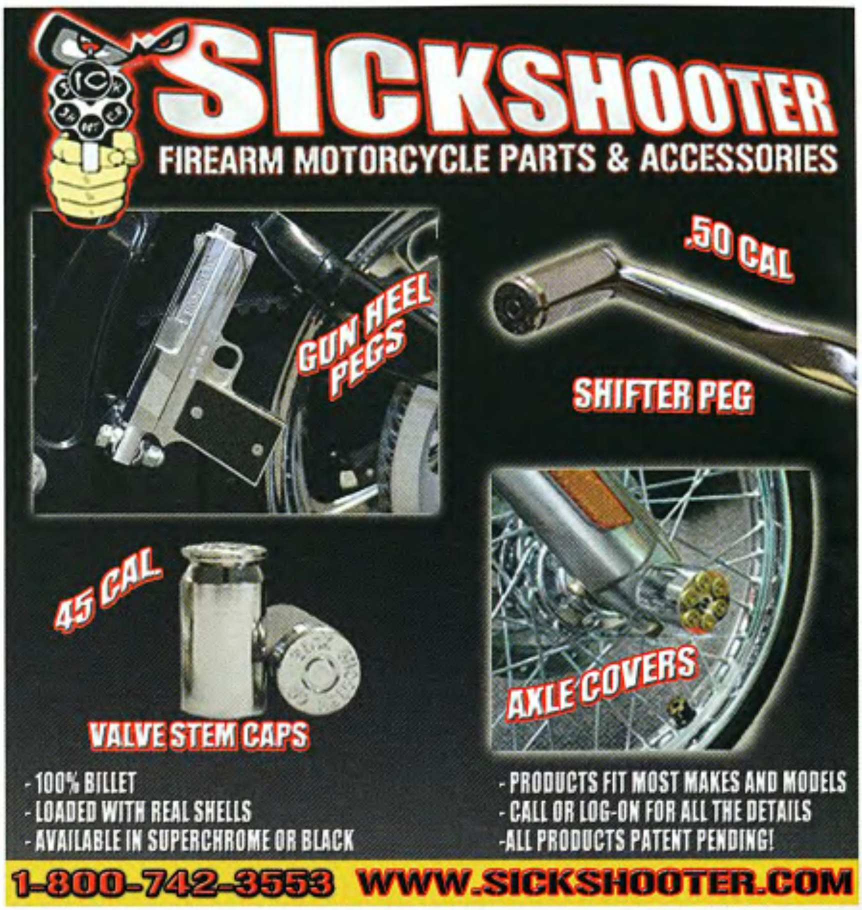
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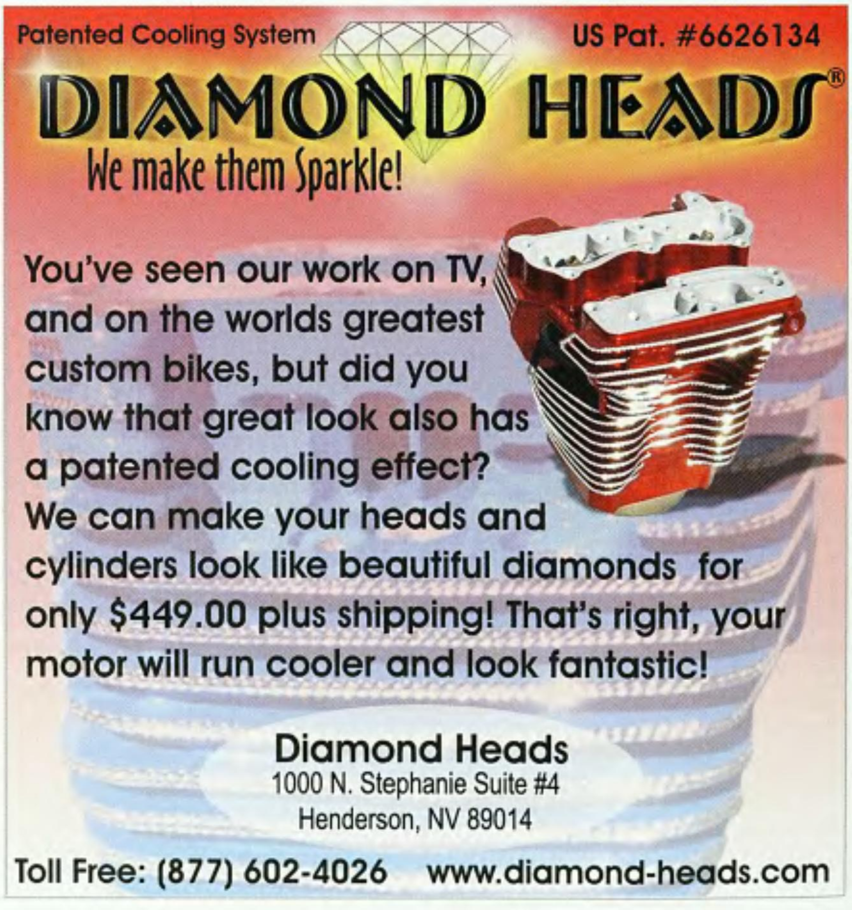
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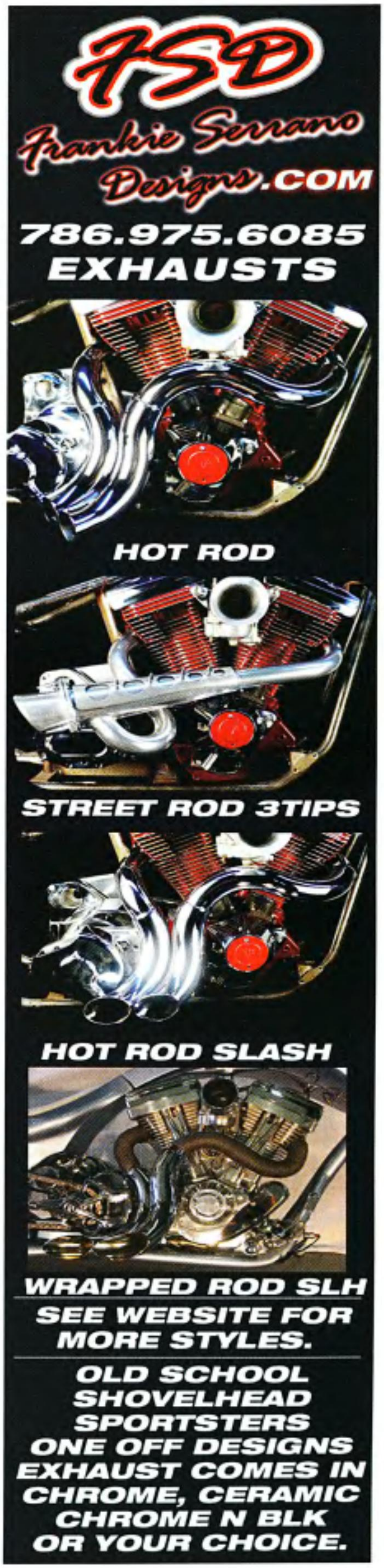

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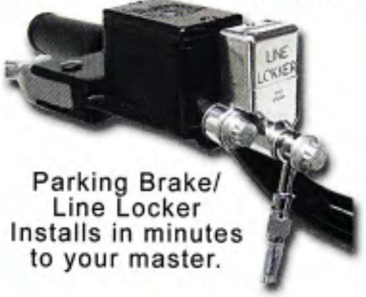

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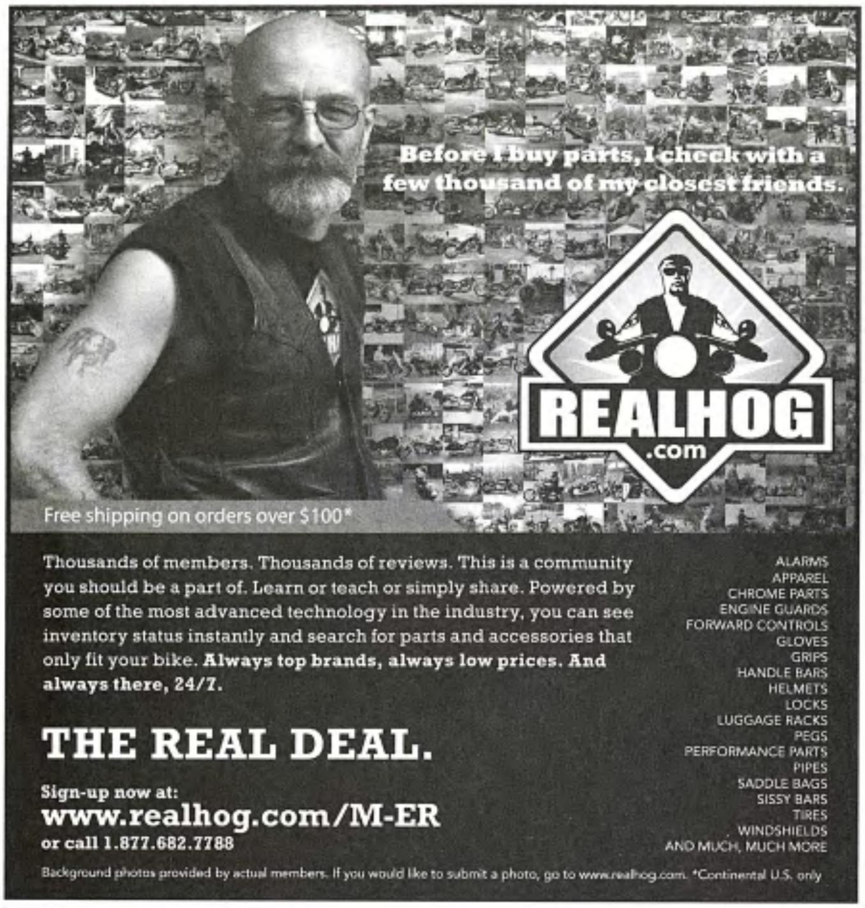
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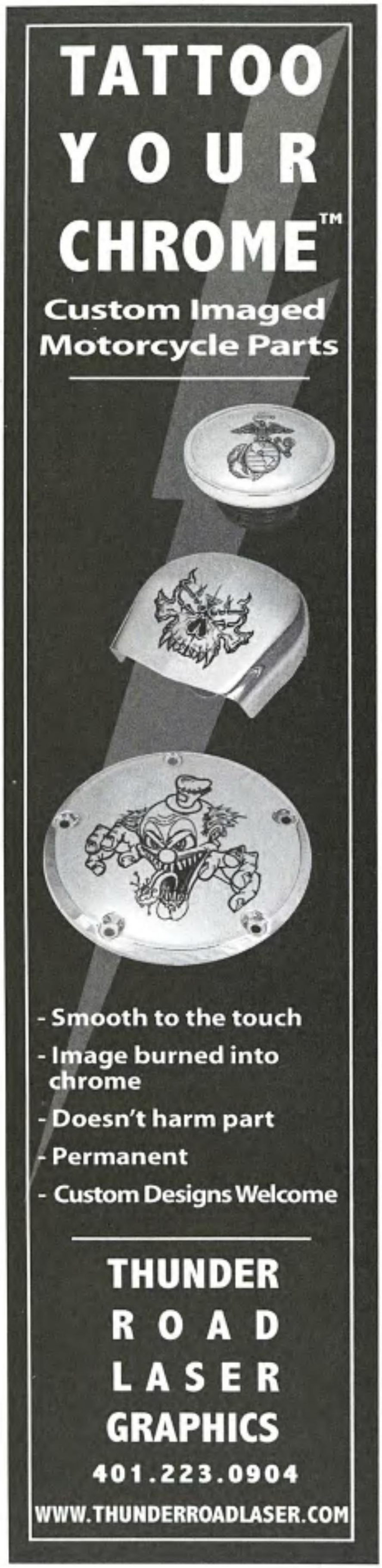
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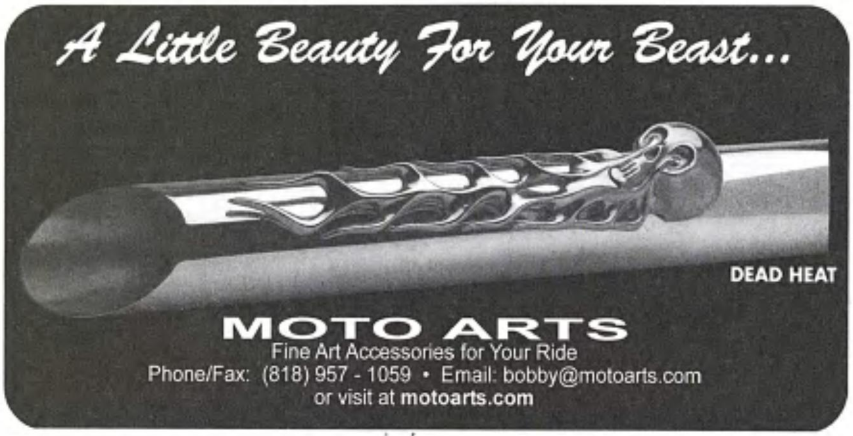
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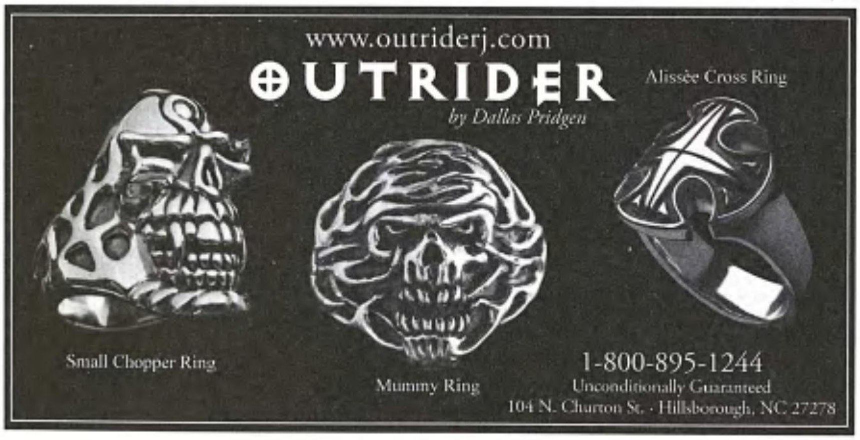
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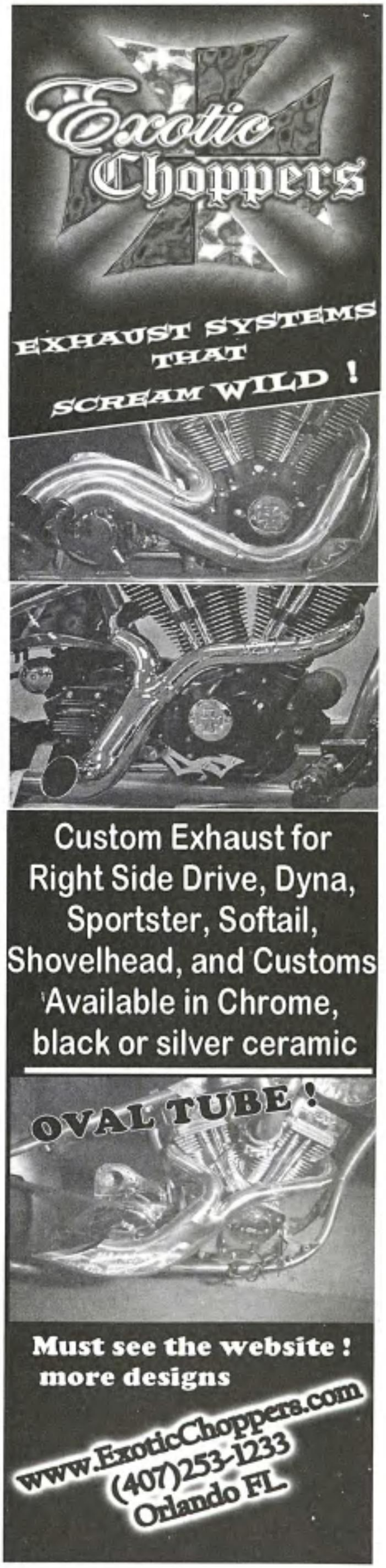
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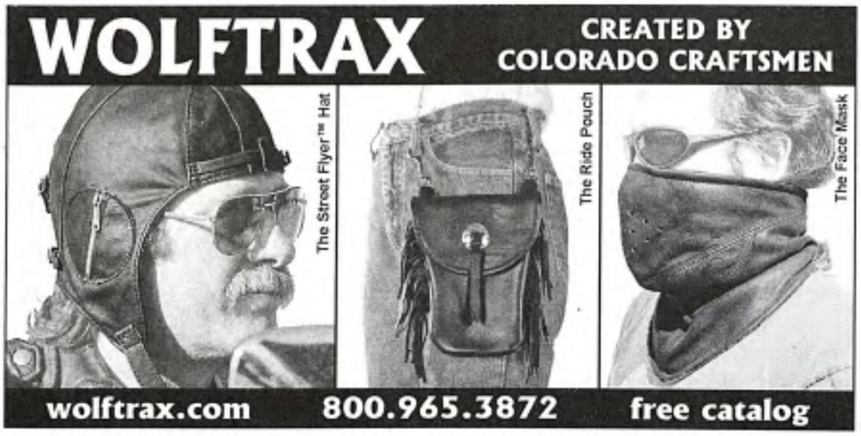
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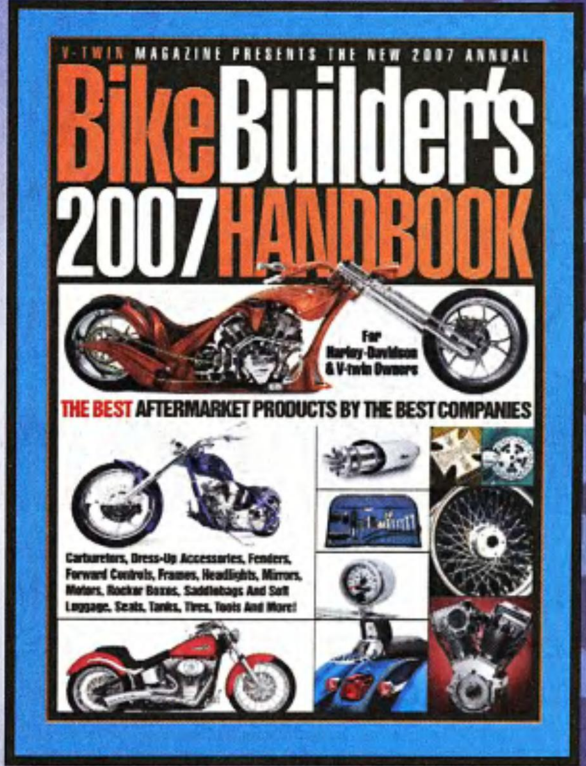

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WEARABLE ART BY CINDY THORRINGTON HAGGARTY

FINDING PEACE

She who smiles with her eyes makes jewelry with her hands and finds peace in her heart. Jewelry maker and designer Cindy Thorrington Haggarty has had a passion for art since childhood. "I took every art class there was in school," says Cindy, "and when I ran out, I took wood shop, drafting and plastics." Cindy, who has always dreamed of becoming a jewelry maker with her own shop, began making her first jewelry in high school. "My brother's hippy-chick girlfriend taught me how to macramé," she says. So Cindy, incorporating the beads friends brought her from their travels, designed, made and sold macramé bracelets. Over time, her passion for jewelry making remained, but her medium changed.

In 1977, Cindy attended an art festival in her home state of Indiana where she observed a silversmith making jewelry. She convinced him to teach her the craft, which, according to Cindy, was not easy, with a lot of trial and error inherent in the process. She supplemented her training about two decades later by completing jewelers' school. Cindy, a master at what she does, ultimately fulfilled her dream of having her own shop, albeit online rather than the original brick and mortar kind she originally envisioned.

Always drawn to the Native American culture, its influence is evident in Cindy's work. The silversmith who

Flames of Peace illustrates different mediums Cindy uses and the versatility of her designs. Created for a motorcycle tank, *Flames of Peace* is also available as a print and a ring.

Of her artistic evolution Cindy (above) says, "I was a jeweler before a designer, and an artist before any."

Images: Cindy Haggarty

Cindy equates the process of jewelry making to that of building bikes. From first sketch to final polish, the process of welding and die casting is similar—both even use some of the same kinds of tools though, of course, hers are much smaller.

trained her was himself taught by a Native American, and long before Cindy discovered her own Cherokee and Kickapoo roots, her cousin, who was active in the culture, put Cindy in contact with a Native American elder. Cindy was then accepted into powwows where she sold her jewelry. Motorcycles are another influence in Cindy's work, one that came in the wake of tragedy.

When she was eight, Cindy's father was killed in an explosion at work. "It was motorcycle-related people who took care of me," says Cindy. "I sat in a lot of garages and, if I wasn't helping with the bikes, I was sitting there with a sketchpad and pencil drawing them." Back then, she rode on the back of her father's friend's bike. When older, she rode by herself. Cindy has maintained her enthusiasm for bikes and the lifestyle, which is expressed in some of her designs. Making and designing jewelry, not only produces wearable art for others, the process is something that helped her contend with the numerous tragedies in her life including, but not limited to, the death of her brother by a drunk driver, the suicide of a family member, the drowning of another, the murder of her husband and her own medical issues, including a cancer diagnosis.

Professionally, Cindy uses the names Thorrington Haggarty to honor her dead father and husband, respectively. When asked why her company is called Peaceful Art, "She Who Smiles With Her Eyes" (her Native American name) explains that jewelry making is the one thing that brings her peace. "Slipping away into a peaceful world of making jewelry saved me from going crazy," she says. "It is like the Great Spirit gave me this gift because I was going to have all these tragedies." Despite all, Cindy is positive, and through smiling eyes seeks to help others having created *Visions of Others*—a showcase on her Web site featuring unknown artists. Cindy has embraced her gift and shares it by creating art and opportunities.

To see more of Cindy's art visit www.peacefulartjewelrydesignllc.com or call her at 574-315-2235. You'll also find her jewelry in the latest Easyriders Roadware catalog.

—Joanne Morris

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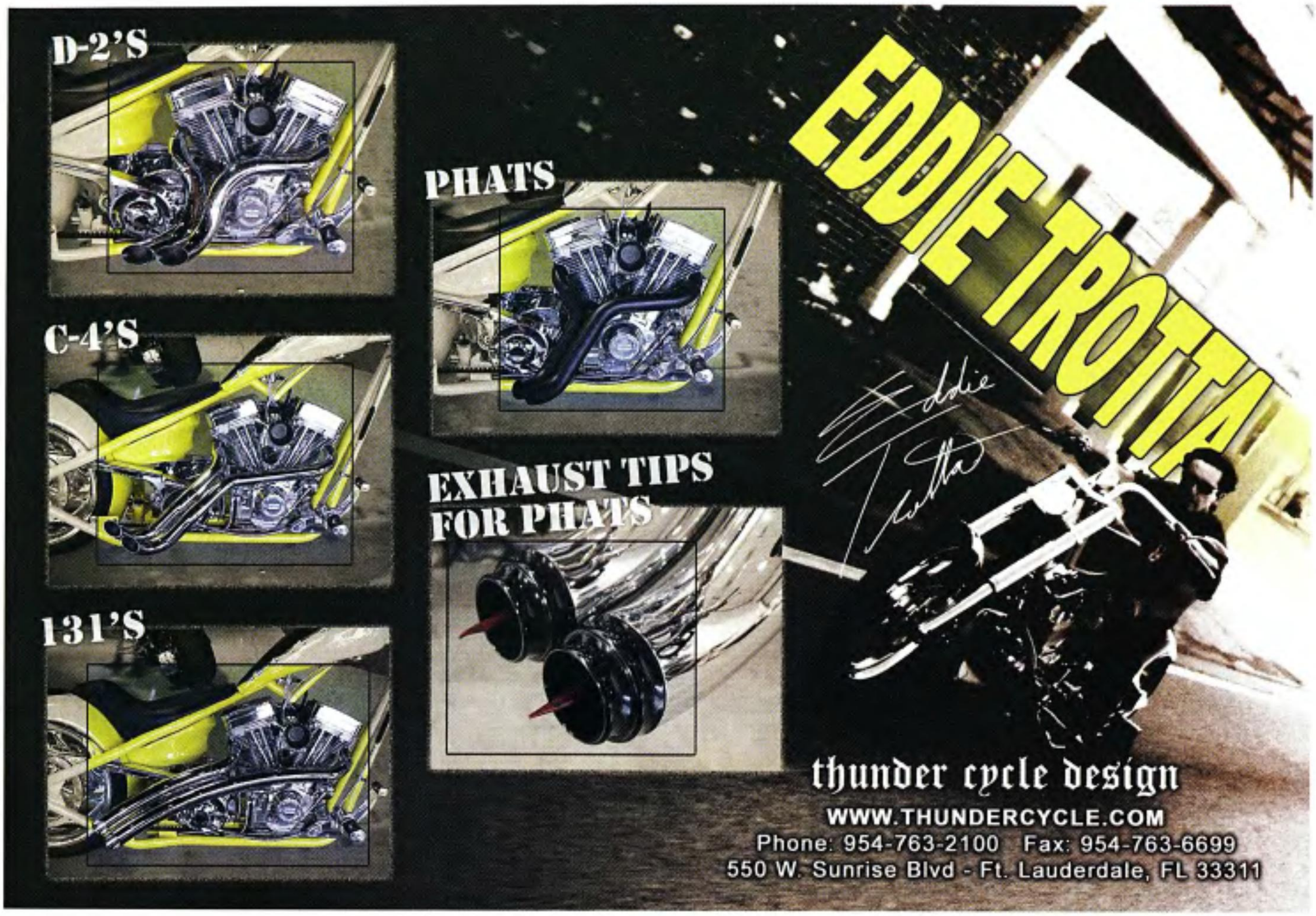

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EASYRIDERS' GUIDE TO WHEELS AND TIRES

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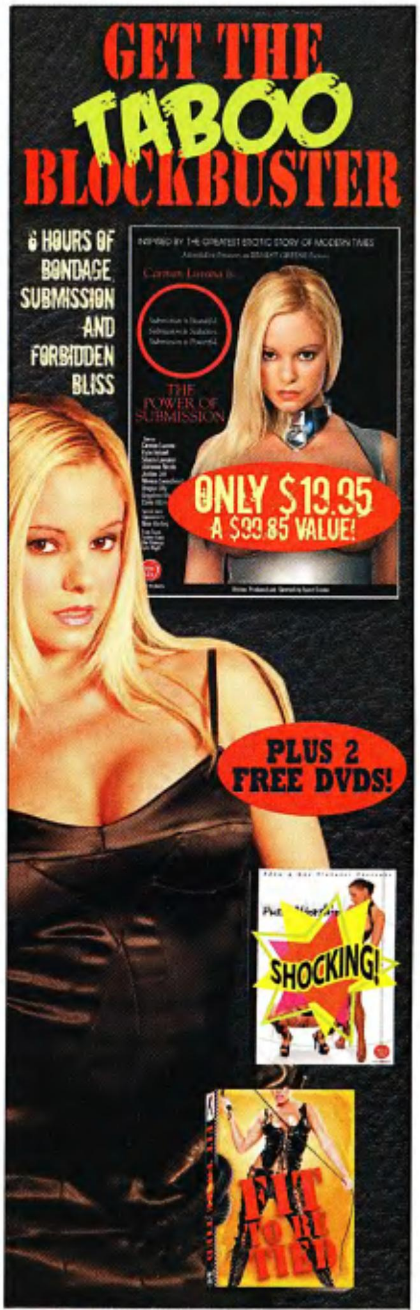

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2007 is certainly no different. The Strut is an astonishing example of just that and is comprised of nine swept spokes that fan out and split before blending into the rim. The Gasser takes an entirely different path and is more of a throwback to the early days of drag racing. Five spokes of vintage styled elegance flow smoothly into the rim. In fact, even the rim itself has been revamped with what it is calling a soft lip. The result is graceful arc from spoke to tire. As it does for all of its wheels, PM also makes a design matched disc, pulley and sprocket for each one of these designs and is building them in every size imaginable.

Performance Machine, Inc.; 714-523-3000; www.performancemachine.com

BIG BEAR CHOPPERS

Big Bear Choppers wheel offerings from left to right are: Web, Spade, Spike, P.A.B., Rude-ementary, Poundfoolish, 5th Dimension and the Fever Pitch. All BBC Web Wheels are 100 percent made in the USA from American materials. CNC-machined from one piece aluminum forgings, all wheels come complete with hub, bearings, oil seals, valve stem and all necessary hardware.

Big Bear Choppers; 909-878-4340; www.bigbearchoppers.com

RMD TURBO WHEEL

If you are looking for a quaint little conservative wheel, this may not be your cup of tea. If you are, keep reading, because this may change your mind. RMD Billet's Turbo Wheel is a little Mad Max, a little Bladerunner, and a whole lot of edge, with five blades of milled billet aluminum, two spun aluminum hoops, and forty chrome stainless steel bolts. It is hard-working, industrial, and to the point. Raw around the edges, but smooth in all the right places, it has an aggressiveness that's hard to turn away from.

RMD Billet; 507-348-8877; www.rmdbillet.com.

METZELER ME880 24-INCH FRONT TIRE

Metzeler recently announced its new ME880 24-inch front tire to match the hugely popular ME880 21-inch rear. Like all of Metzeler's V-twin tires, this new 24-inch front tire is made to last. The ME880 has always been designed for maximum mileage, and the 24-inch is no exception. The tire is made to perform and to look good. Metzeler says it is unmatched in dynamic behavior, tread design, grip, handling and rolling resistance. Metzeler says the ME880 typically gets 20 percent more mileage and significantly more grip on wet and dry surfaces than OE tires.

Metzeler; www.us.metzelermoto.com

TWISTED CHOPPERS

These I-Beam wheels, manufactured for Twisted Choppers by RMD Billet, were originally featured on Twisted's Discovery Channel *Biker Build-Off* Bike, the Shovelhead Kill Machine. The I-Beam wheels are contrast cut, three-piece wheels that are sure to make any bike a showstopper.

Twisted Choppers; 888-507-7233; www.TwistedChoppers.com

RUCKER PERFORMANCE

Rucker Performance offers an all billet wheel line featuring some of the latest new trends in the V-twin market. Rucker Performance Wheels are designed for style and performance. Each wheel is custom-made to strict specifications, which provides the rider with a unique style and peerless quality. The line of custom wheels includes the all-new Skullz and Ripsaw wheels in addition to the Scimitar, Dragster and Jaws wheels.

Rucker Performance; 817-838-3200; www.ruckerperformance.com

RC COMPONENTS 2007 WHEEL DESIGNS

For 2007, RC Components has revealed two of its most unique wheel designs to date. The Savage is a radical 5-spoke directional wheel. The Czar features a clean and sophisticated 6-spoke non-directional design. Each wheel is available with matching brake rotors, belt pulleys, chain sprockets, and pulley rotors and comes in your choice of polished, chromed or black powdercoated.

RC Components; 800-931-0324 ; www.rccomponents.com

XTREME MACHINE

Cutting edge wheel designs? Xtreme Machine has them and offers perhaps the most diverse line up of motorcycle wheel designs currently available. The Shredder, Burnt and Eaglez designs are just a few of many different wheel designs from Xtreme Machine. All Xtreme Machine wheels are available with a chrome, polished, or black anodized finish.

Xtreme Machine; 217-291-0200; www.xtrememachineusa.com

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BILLET BOYS

These super smooth wheel assemblies from Billet Boys feature legendary Akront rims and Billet Boys aluminum hubs. The hubs are machined from 7075 aircraft grade aluminum; their spoke flanges are designed to handle today's high-horsepower motors. The rims and hubs are available with either show-chrome or polished finish. They can be laced with several styles of custom heavy-gauge spokes, in 40-spoke configurations. They are available in 16- to 21-inch sizes, and in widths from 2.15 to 5.5-inches.

Billet Boys;510-471-3026; www.billetboys.com

MICHELIN COMMANDER

The Michelin Commander was developed and tested by American riders to withstand the torque of big twin engines and is ideal for the most demanding cruiser motorcycles. Michelin says their tires deliver the optimum combination of style, comfort and durability. Their new design features the latest in tread patterns, compounds, and casing materials. The Rayon carcass plies deliver a smooth ride with stable handling. The rubber compound is designed for grip on wet or dry roads. Zig-zag lateral grooves move water away from contact patch to maximize both braking and acceleration. These bias ply tires are H-rated for speeds up to 130 mph.

Michelin; 800-346-4098; www.michelin-us.com

CAROLINA CUSTOM PRODUCTS

The 3-D Thorn is Carolina Custom Products' jagged new wheel design. CCP describes it as the "ultimate three dimensional wheel." Like all of its wheel sets, Thorn is available in both chrome and polished finishes. CCP sets include front and rear wheels, rotors, and your choice

of a sprocket or a pulley.

Carolina Custom Products; 704-592-2355; www.carolinacustomproducts.com

2007 REVTECH WHEELS

2007 is the 20th year for the RevTech wheel lineup. All wheels are CNC-machined from forged billet aluminum, then polished and chrome-plated to excellence. Utilizing a modular design results in a matching wheel with a hub specifically designed for different model and year applications. Modular billet hubs are also noteworthy because of the use of sealed wheel bearings to minimize maintenance requirements and improve performance. This is true even for older Harley-Davidson models, which originally came without sealed bearings. RevTech wheels meet German TÜV requirements, which are some of the most difficult in the world.

Custom Chrome; www.customchrome.com

GMA ENGINEERING

GMA Engineering's W-7 wheel has a unique three-dimensional design like no other billet wheel on the market. The fully CNC-machined design matches the GMA Brake Pulley system and floating rotors. The W-7 is available in various sizes from 18 x 8.5 to 21 x 2.15 inches. This chrome-plated wheel comes fully assembled with wheel bearings and valve stem.

GMA Engineering Inc.; 402-330-5105; www.gmabrakes.com

AVON TYRES

Avon has been making motorcycle tires since 1911 and with hundreds of sizes and various models to choose from, it's no wonder many of the top custom bike builders in the world run Avon. The company touts enhanced handling, mileage and performance as the key benefits of Avon's premium Venom series tire. New for 2006, is the addition of the new "taller" Venom R series custom bike tires. The new front tire is a 130/60R23 and the rear is a 280/40R20. Avon also offers classic, vintage, racing and performance tires.

Avon Tyres; 800-624-7470; www.avonmotorcycle.com

EXILE WHEELS

Exile Cycles offers a wide range of spoked wheels, including the Monster wheel pictured here. This wheel features a 15 x 7-inch aluminum rim, huge 1/4-inch stainless spokes, a wide billet hub, and the massive 230 series tire from Avon. Also available, a 16 x 7-inch version for the Metzeler 240 series tire, a 15 x 6-inch option for a Metzeler 200, and a handful of other rear/front wheel combinations to help you achieve that tough, beefy look. Wheels are supplied polished or with a ScotchBrite finish, but may be purchased black anodized or powder-coated as well. Each comes with a mounted tire and features fully sealed bearings for zero maintenance.

Exile Cycles; 818-255-3330 www.exilecycles.com

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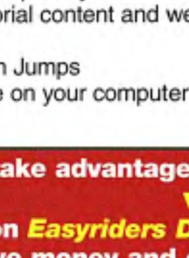

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JOLLY ROGERS CUTLASS WHEEL

Jolly Rogers introduces their newest design, Cutlass Wheels. Both contemporary and classic, they are available in all standard wheel sizes and in new, hot, ultra taller size 21- and 24 inchers. The Cutlass Wheel is in stock and ready to roll at Jolly Roger Customs. Perfect fit for Metzeler's new ME880 130-70-24 and ME880 260-35-21 tires.

Jolly Rogers Customs; 517-294-0508; www.jollyrogerscustoms.com

HALLCRAFT SPOKE CLASSIC LINE

Hallcraft Industries is one of the oldest wheel brands in the industry. Its latest in spoked wheel technology is an entire line of trend-setting, high-end, wire wheels starting with the 60 (.192-inch diameter), 80 (.192-inch) and 100 (.156-inch) Spoke Classic Wire Wheels. All of these wheels are chromed and include sealed roller bearings (2000 and up), spacers and valve stems. The wheels are available in: 16 x 3.5; 16 x 6; 18 x 3.5; 18 x 5.5; 19 x 2.15; 21 x 2.15 and 21 x 3.25.

Hallcraft Industries ; 817-838-3200; www.hall-crafts.com

PAUGHCO LACED CHOPPER WHEELS

Paughco has just released a complete line of custom spoked chopper wheels that really take you back to basics. These new 40-spoke wheel assemblies feature flawless chrome spokes laced to a brilliant chrome steel rim and chrome steel hub. Designed for '99 and earlier applications with Timken Bearings, each assembly

comes with bearings pre-set and ready for installation. Additionally, Paughco wheels come with custom chrome-plated hubcaps that hide the mounting hardware. The new line includes sizes 16 x 3 and 21 x 2.5 front and 16 x 3, 16 x 5.5 and 18 x 5.5 for the rear. Wheels are available for a variety of disc and drum brake applications.

Paughco; 775-246-5738; www.paughco.com

CONTI MILESTONE

Continental Tires says that its Milestone delivers high mileage, and exceptionally high levels of wet and dry grip through the use of Continental's "Activated Silica Compound" (ASC). ASC differs from a standard silica based compound and that, Conti says, allows the Milestone to deliver 30 percent more wet grip while at the same time increasing mileage. ASC also enables tires to run cooler, which allows Conti to build the Milestone with the deepest tread available, thus further increasing mileage. Conti also boasts that these tires are priced roughly 15 percent less than a comparable ones. Available in wide whitewall in 130/90-16, 140/90-16 and 150/80-16, and in narrow white stripe in 130/90-16.

Continental Tire; 614-855-6960; www.conti-moto.com

APOLLO SPOKE WHEELS

HDW presents a product line of Apollo wire wheels. They feature seamless construction and smooth profile of aluminum rim laced on billet hub with polished stainless steel or colored spokes. Available in 40-, 60-, 80-, 90-, 100-, and 120-spoke configurations. Design lacing, artistic powdercoating and pinstriping can really dress up your wheel. Attention 2006-07 Harley Softail owners: Apollo series wheels include a 17 x 6.25 size as direct replacement of standard wheels.

HDW; 818-887-9065; www.hdwheels.com

LEROY-THOMPSON

The Miranda is Leroy-Thompson's take on the spoked wheel and was originally developed for use on its El Chupacabra bike. Miranda wheels are machined from aluminum and then chrome-plated, and are available in a variety of sizes, along with matching rotors, pulleys, and sprockets.

Leroy-Thompson Cyclon wheel design is based on the original red-eyed chrome cyborg warrior from the Super Sci-Fi Seventies show. Cylon wheels are machined from aluminum and then chrome-plated, and are available in a variety of sizes, along with matching rotors, pulleys, and sprockets.

Leroy-Thompson; 440-266-1635; www.LeroyThompsonChoppers.com

GOLDFINGER HIGHLIGHTS '07 PRO-ONE LINEUP

With 2007 applications now available for all their custom billet rims, Pro-One has set their sights on radical new designs like the Goldfinger shown here. These state-of-the-art wheels offer builders unique styling and a choice of sizes to fit most any application. Available for all Harley and Road Star models, the rims include hub and bearings and are finished in Pro-One's show-quality chrome or black anodized. Front sizes range from 16 x 3.5 inches to 23 x 3.5 inches and rears are offered in 16- to 20-inch diameters and widths up to 10.5 inches. Matching components also available include Goldfinger style pulleys, rotors and sprockets.

Pro-One; 800-884-4173; www.pro-one.com

Product Review

THE UNDRESSER

Redneck Engineering Offers Their Version Of A Practical Custom Touring Bike

Photos: Redneck Engineering

Touring or custom? "No need to compromise," says Vince Doll of Redneck Engineering. The motorcycle manufacturer from South Carolina insists that you can have your cake and eat it too with the new Undresser. "Our bagger is pretty enough to get you lots of attention at bike night and you can take it touring 1,000 miles over the weekend; it's very practical."

How do they do it? It all starts with a 103-inch Harley-Davidson Screamin' Eagle Twin Cam B engine. While baggers are generally expected to use a rubber-mount engine, Redneck Engineering chooses to run a solid mount V-twin. Thanks to the Twin Cam's use of a vibration-free counter-balanced design, the Undresser is said to run very smoothly.

The proven powerplant is set into one of Redneck's production hidden-shock frames that's designed to accept your choice of a 200-, 250- or 300-series rear wheel. Tying the two together is a BDL open belt drive mated to a trusty Baker right-side drive, 6-speed overdrive transmission and a final belt drive.

The Undresser's telescopic front end features 36 degrees of rake and an additional 3 degrees built into the clamps. It's connected to a wide 21-inch front wheel that sports a Weld wheel and rotor and a Hawg Halters' caliper. "The combination of all these carefully selected components was designed to help you swallow miles all day like nobody's business," Vince says.

Further enhancing the touring experience is a race-inspired and streamlined fairing that's mounted to the frame, much like the units found on stock Harley-Davidson Road Glides; it does not move when the front end turns. The slippery fairing was designed to cheat the wind and reduce buffeting, significantly cutting down rider fatigue, and can be equipped with windshields of different heights to suit the rider's preference.

Nothing says "bagger" louder than a pair of functional bags and the Undresser comes with deep, hand-laid fiberglass saddlebags. They are topped with flush-mounted clamshell lids and equipped with a pair of '39 Ford teardrop taillights. These bags offer custom painters a generous surface to express their creativity and are tightly tucked against a curvaceous, tire-hugging rear fender that features a custom-cut tip and a license plate bracket with integrated lighting.

The Undresser comes with your choice of handlebars and Performance Machine controls, while the seat can be adapted to best fit any rider position. The Undresser is offered as a sheet metal kit including: frame, fairing and bag kit. You can also order this unique dresser as a turnkey bike from a Redneck dealer for around $39,000. Dealer discounts are also available.

Call Redneck Engineering at 864-843-3001 or surf over to their Web site at www.redneckengineering.com. You'll find more information and even a dealer near you.

—Ben Lamboeuf

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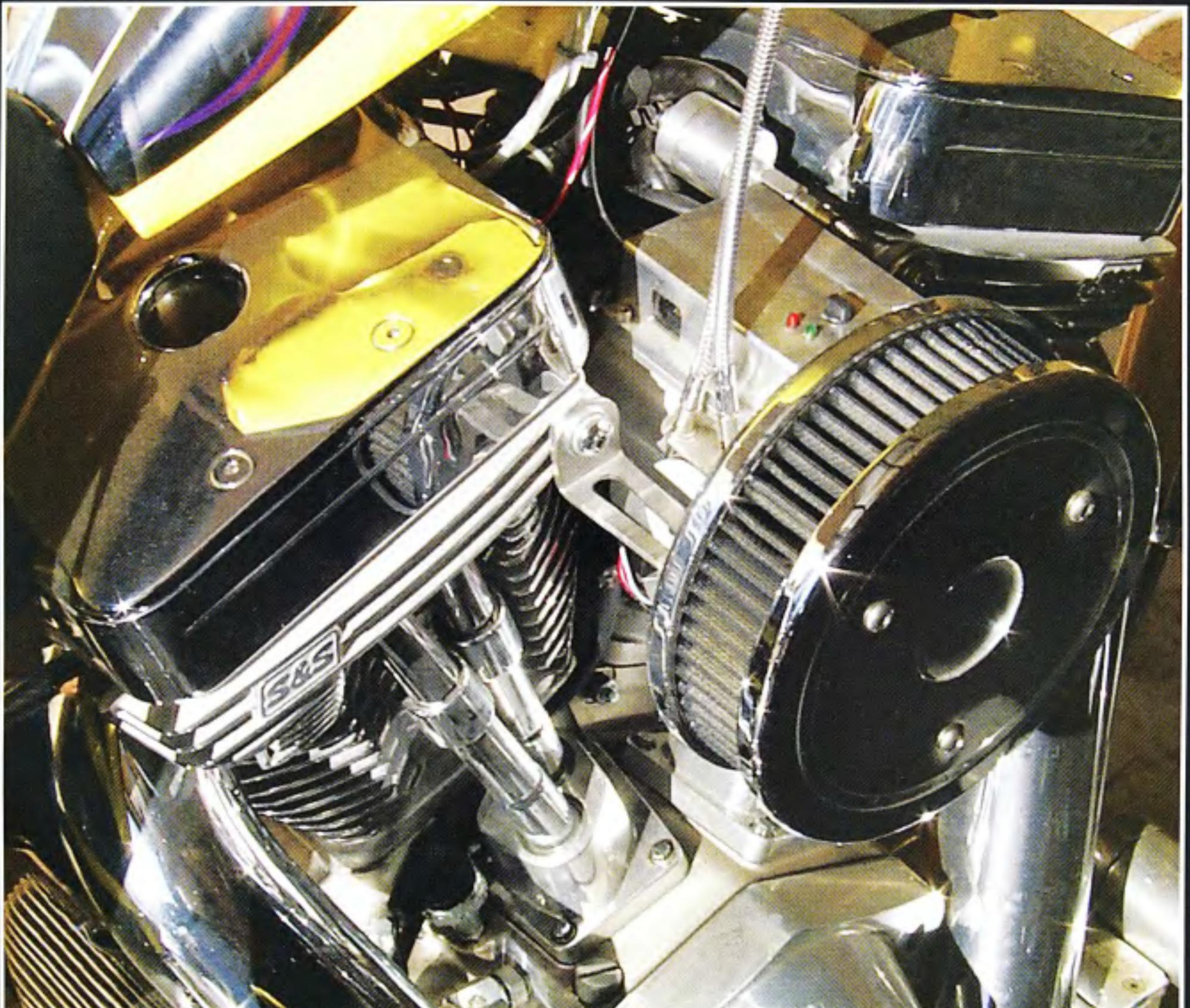

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ReadersRides

Charlie Brown
Owego, New York
1982 Custom FXR

Charlie Brown's been through hell not just once or twice—but four times. And each time, he's lived to tell about it. Even better, he's built a bike by which to remember and honor his trips. Or, as Charlie puts it, "This bike was the inspiration that has seen me through three cancers and a brain tumor over the past 18 months."

In fact, I'll just shut up here (for once) and let Charlie tell the story. "It started off as a bone stock 1982 FXR that I brought back to New York from Canada in September of 2004 for my birthday," he says. "Getting it through US border customs was a real adventure and another story in itself. I immediately started the complete teardown of the bike and was into the frame modifications when I was diagnosed in January of '05 with the first cancer (Lymphoma). I slowly nudged forward, even though the chemo beat me up, and was damn near completing the project when I was diagnosed in August with an aggressive skin cancer (squamous cell) of the throat. This required immediate radical neck surgery in order to save my life. The surgery along with subsequent chemo and radiation treatments pealed 75 pounds off my 6-foot 3-inch frame, but I am happy to report that I am presently cancer free and after physical therapy, 20 pounds heavier and I just got back to riding three weeks ago."

Of course, there was more to come, but Charlie weathered it all and he's a better man for it. "I've been riding V-twins all my life," he adds, "and it would be the greatest honor for me to have you put this bike in your magazine's Readers Rides section to celebrate my 50th birthday this year in September."

Happy birthday, Charlie Brown. May you ride for years to come.

—Tripper

Photos: Owner

Bob & Cindy Spritzer
Dayton, Ohio
2006 Big Bear Choppers/ Pro-Street

Here we have the motorcyclist's version of *Fun with Dick and Jane*. *Fun with Bob and Cindy* recounts the adventures of this bike-building couple as they take on two Big Bear Choppers' custom bike kits and try to get them running and on the road to adventure. With lots of garage shenanigans and hilarious mishaps galore, you'll be crying from laughing as Bob, a millwright and maintenance supervisor, quotes old *Easyriders Tech Tips* aloud, while Cindy, who works as a project manager for a printing company, tries her best to understand him.

Well, Bob and Cindy aren't really part of a new television series or a movie opening in a theater near you, but they did put a couple of bikes together. In their garage. And with the help of some of our old tech books. Cindy says she's been wrenching ever since she got her '77 Sportster back in '89, and Bob..., well, "Bob can fix just about anything," she says.

You'll notice the bikes have matching paintjobs and there are other items that let the unsuspecting observer assume that these bikes are sort of related. "These aren't just bike kits," Cindy tells us. "We've made a great deal of changes and have designed several specialty parts that our nephew, Rick, made for us."

Among those items would be: the bracket for the volt pack that allowed them to attach two auxiliary running lights; the heel guard for the open primaries; the design for the clamp on the throttle cables that attaches to the bottom of the gas tank; and even the triple trees...just to name a few.

There's lots of stuff on their bikes that indicates not only a love for what they were doing, but also the desire to keep those bikes as close as possible in terms of style, looks and familiarity. They're kind of like those "His 'n' Hers" towels or those unisex haircuts...although you really don't have to ask who's Bob and who's Cindy here.

Betcha Dick and Jane never had this much fun.

—Tripper

Photos: Owner

ReadersRides

Al Buccieri
Brewster, New York
1984 FLHS

"My son was with me at work one day and I gave him some sheet metal and he cut out one of the Punisher heads for me," Al says of the design origins of this bike. "It looked a little rough, but I liked it, so I had him make another one and I bonded them to the gas tank."

The choice of going flat black was a natural one, he adds, and from there, it just took off. "I started with the bullets on the air cleaner by machining it all out and putting all those bullets on there, and from there it was the heat shields on the pipes that came next."

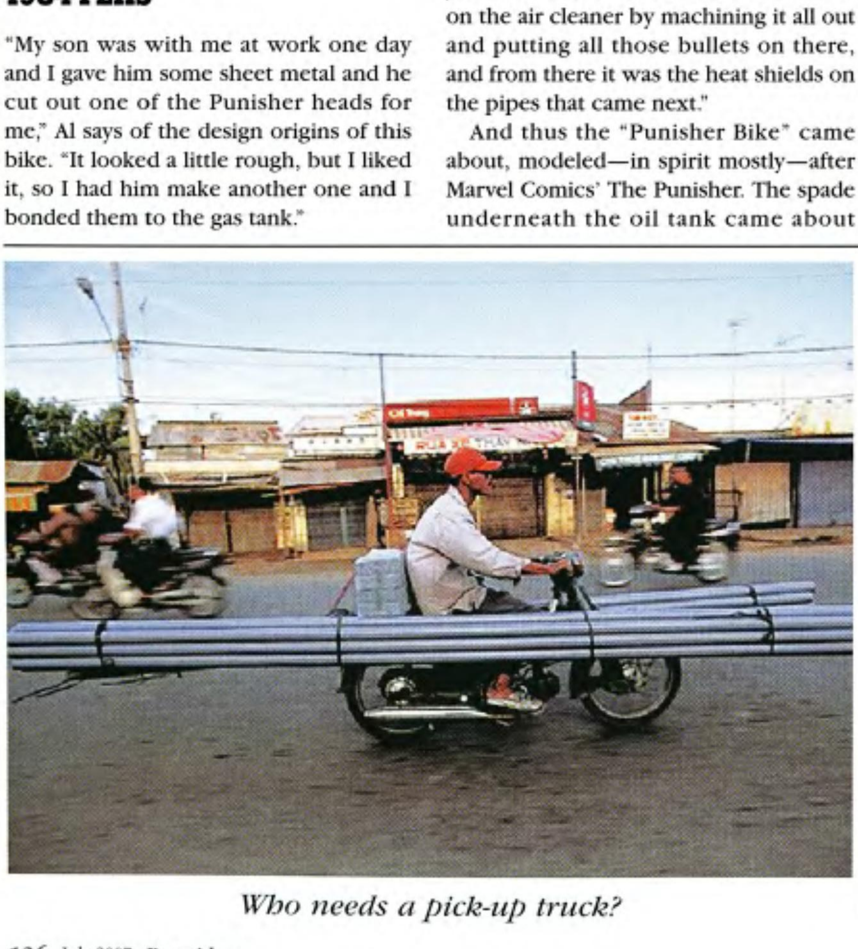
And thus the "Punisher Bike" came about, modeled—in spirit mostly—after Marvel Comics' The Punisher. The spade underneath the oil tank came about because he needed a bracket for the starter relay, but more than anything, he just kept adding bullets: around the seat; on the primary; even the tool pouch has got some. And what aren't bullets, are spikes and come from Novelli in Port Chester, New York. "I like their axle caps, points cover and gas caps and so forth, they're all from there," he explains.

Al says he doesn't know just how many bullets there are on his bike, but he thinks it might be getting close to 100. They're a mix of .45 and .44 Magnums, he says. "I like the .45s," he says," they've got that beveled edge on them that looks real nice."

Al's not done adding bullets yet, either. He says he doesn't know when he'll stop, but as long as he can find some room, more bullets will be flying. "I just put an ammo holder on that cover between the gas tank and the seat," he laughs, "and I found some real nice silver-tip hollow points for that. It's all pretty much spikes and bullets."

Lest you worry, however, that Al or his bike could blow up one day because some bullets might be too close to something combustible like, say, gasoline, I should make mention here that Al doesn't use live ammo. "The ones I just put on there, I drilled them out real careful," he laughs, "and all the other ones, that's ammo I shot. No sense in killing anybody." —*Tripper*

Photos: Owner



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Jan	5-7	4th Annual Dyno-Drags Nationals- Pomona, CA
Jan	12-14	Available
Jan	19-21	Available
Jan	26-28	Available
Feb	2-4	V-Twin Expo - Cincinnati, OH
Feb	9-11	Available
Feb	16-18	Available
Feb	23	Pompano Harley-Davidson - Pompano, FL
Feb	24	Fort Lauderdale H-D - Ft. Lauderdale, FL
Feb	25	Sunrise Harley-Davidson - Sunrise, FL
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports - Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr	6-8	Yamaha of Gastonia - Gastonia, NC
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center - Roseville, CA
May	11-13	Wabash Valley Harley-Davidson - Terre Haute, IN
May	15-19	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May	25-27	The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson - Kirkwood, MO
June	8-10	Ohio Bike Week - Sandusky, OH
June	13-17	ELKO Jam - Red Lion Hotel - Elko, NV
June	22-24	Available
June	29-July 1	Available
July	5-7	Harley-Davidson - Dothan, AL
July	12-14	Ogemaw Hills Bike Week - West Branch, MI
July	17	Motorcyclenight - Lowell, MA
July	20-22	Bikefest - Carlisle, PA
July	27-29	Liberty Harley-Davidson - Boston Heights, OH
Aug	3-5	Available
Aug	8-12	Full Throttle Saloon - Sturgis, SD
Aug	17-19	Ozark Harley-Davidson - Lebanon, MO
Aug	24-26	Available
Aug	31-Sep 2	Abate of Minnesota - Litchfield, MN
Sept	7-9	Loess Hills Rally - Council Bluff, IA
Sept	14-16	Latus Harley-Davidson - Galdstone, OR
Sept	19-23	Reno Harley-Davidson - Reno, NV
Sept	28-30	Bird of Prey Harley-Davidson - Caldwell, ID
Oct	6	Harley-Davidson of Atlanta, GA
Oct	13	Jim's Harley-Davidson - St. Petersburg, FL
Oct	17-21	Biketoberfest - Daytona Beach, FL
Oct	27	Shreveport Harley-Davidson - Shreveport, LA
Nov	3	Stone Mountain Harley-Davidson - Lilburn, GA
Nov	10-11	Space Coast Harley-Davidson - Palm Bay, FL
Nov	16-18	Available
Nov	23-25	Puerto Rico Bikefest
Nov	30-Dec 2	Available
Dec	7-9	Available
Dec	14-16	Available
Dec	21-23	Available
Dec	25	Merry Christmas
Dec	28-30	Available

Harley's CVO Dyna

FXDSE Road Test

With the introduction of its Custom Vehicle Operation (CVO) in 1999, Harley-Davidson stood the custom bike industry on its ear. Well, not really, but it sounds good. The company did, however, introduce a whole series of mostly performance-related custom items for the Harley enthusiast under the Screamin' Eagle label. What better way to demonstrate how good your products are than by using them on your own motorcycles, right?

The company soon started to turn several of its stock bikes into custom bikes, including its famous Dyna line. With the FXDSE, Harley-Davidson turned its workhorse into a racehorse that seems to chomp at the bit pretty much from the second you push the start button. It even roars differently than its much tamer cousin, thanks mostly to the straight-cut pipes, but also because you've got a 100-inch motor purring belligerently underneath you.

HARLEY-DAVIDSON
110

Harley likes a small number when it comes to stroke and rightly so: less piston travel equates more torque. With its 4-inch bore and 4.38-inch stroke, the CVO Dyna puts a nice 105 foot-pounds at your fingertips—once you're up to about 3,000 rpm, that is.

If you've been putting around an old 80 incher for a while and you figure this is the way to upgrade your riding experience, you might want to take it easy at first: gently slip the Dyna into first gear, ease off the clutch while slowly turning the throttle. This baby wants to run and if you don't hold onto the reigns tightly, she'll buck you right off at the curb.

Although she does quite well in traffic, the CVO Dyna is sheer ecstasy on the open highway. It's just hard to tell who's hankering for speed more, you or the bike, but you will unleash her

power at some point. Just make sure you're nowhere near a speed trap, as you'll be doing 90 or 100 in no time flat. The 3,000 rpm range for maximum torque is only the beginning of a broad power band that doesn't really let up until the rev limiter hauls you back to reality around 7,000 rpm or so.

Once you get off the straight open highway, you might want to try some curvy canyon roads for a while. Here, too, the CVO Dyna doesn't disappoint. With its relatively narrow 170 rear tire on a 17-inch wheel, it doesn't force you to push your weight around like you might have to with a wider tire. You lean it into a curve and it gives like a supple, passionate woman in your embrace. Go ahead, take that curve up ahead. Shift down into third, lean into her and twist the throttle coming out, quickly shifting

back up into fourth, fifth, or even sixth if you need to. Yeah, baby!

The CVO Dyna knows how to please, much like all of Harley's CVO bikes do. Aside from the two-tone paint scheme you see here, it also comes in silver-rush and midnight black, as well as twilight blue and granite with ice blue pear. Heck, even the colors sound seductive.

—Tripper

For more info on this CVO Dyna or any other CVO or stock Harley-Davidson motorcycle, visit them online at www.barely-davidson.com

GENERAL
Fabrication: Harley-Davidson
Year: 2007
Model: FXDSE
Assembly: Harley-Davidson
ENGINE
Year/Model: 2007
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 110 cubic inches
Bore & stroke: 4 x 4.38 inches
Torque: 105 foot-pounds @ 3000 rpm
Cam: Harley-Davidson
Fuel System: Electronic Sequential Port Fuel Injection (ESPFI)
Pipes: straight cut with chrome heat shields; catalysts
Compression Ratio: 9.3:1
TRANSMISSION
Year: 2007
Gear Ratio (overall):
1st: 9.312
2nd: 6.421
3rd: 4.774
4th: 3.926
5th: 3.279
6th: 2.790
PAINTING
Color: two-tone inferno red and desert black
FRAME
Type: Dyna
Rake/Trail: 29.0 degrees/4.4 inches
Stretch: none
ACCESSORIES
Handlebars: integrated gauge pack and handlebar assembly
Gas tank: 5 gallons.
Oil system: 3.5 quarts
Seat: button-tufted King/Queen seat
Mirrors: Harley-Davidson
Grips: Harley-Davidson
FRONT END
Type: inverted
Builder: Harley-Davidson
Instruments: spun-aluminum, metal-faced tachometer and electronic speedometer, odometer and resettable tripmeter with diagnostic capabilities and integrated indicator lights.
WHEELS FRONT
Type: chrome Road Winder forged aluminum
Size: 21-inch
Tire: MH90-21
Brakes: 4-piston
WHEELS REAR
Type: chrome Road Winder forged aluminum
Size: 17-inch
Tire: 170/60R17 78H
Brakes: 4-piston
Unique features: 110 cubic-inch motor, inverted front forks with adjustable rear shocks; integrated gauge pack and handlebar assembly; knurled collection foot pegs, hand controls, and trim pieces.
Photos: Rick Hustead

Coming At Ya

The August issue of *Easyriders* (No. 410) brings you the wildest custom bikes on the planet. Think we're kidding? Check out the latest from guys like Mike Pugliese, Jerry Covington, Bob Carrillo, Indian Larry Legacy and Mike Maldonado. We'll also burn the rubber off of a BMC Bobber.

Roll the dice and take your chances at the Laughlin River Run, ride with us south of the border for the Rock Point Rally and discover our pick of the Top 10 Best Production Bikes of 2007. We'll say so long to Ms. *Easyriders* 2007 and bring you an up-close interview with innovative builder Aaron Greene.

Wanna go really fast? Then take a gander at our Hop-Up Guide featuring the hottest new products from the aftermarket world of go-fast parts. All this is comin' at ya in the sultry August issue of *Easyriders*. Newsstand copies include our 32-page *Sturgis Survival Guide*. Don't go Sturgis without it!

On sale July 3.

The June issue of *V-Twin* (No. 74) offers up our tribute to Daytona Bike Week bringing you incredible coverage of this year's run to the sun. We'll reveal the winners of this year's ViQe Awards for excellence in the custom bike world and also introduce you to master bike builder Jim Weems. Go behind the cameras at *V-Twin TV*, ride with us to Rip's B.A.D. Ride for diabetes, and check out our road test of Star Motorcycles' 1300 V Star. All this plus a Guide to Hand and Foot Controls and 10 wild custom bike features.

On sale now!

August's issue of *Biker* is packed with bikes like this 1973 shovel. You'll also dig you some Harley Rendezvous and Thunder In The Cascades.

On sale June 19.

Our lovely model, Kim, welcomes you to the *In The Wind* Bike Show Special. Besides a look at this year's cool scoots, we'll ride to Daytona Bike Week for all the action. Newsstand buyers get 32 pages of bonus Bike Show coverage.

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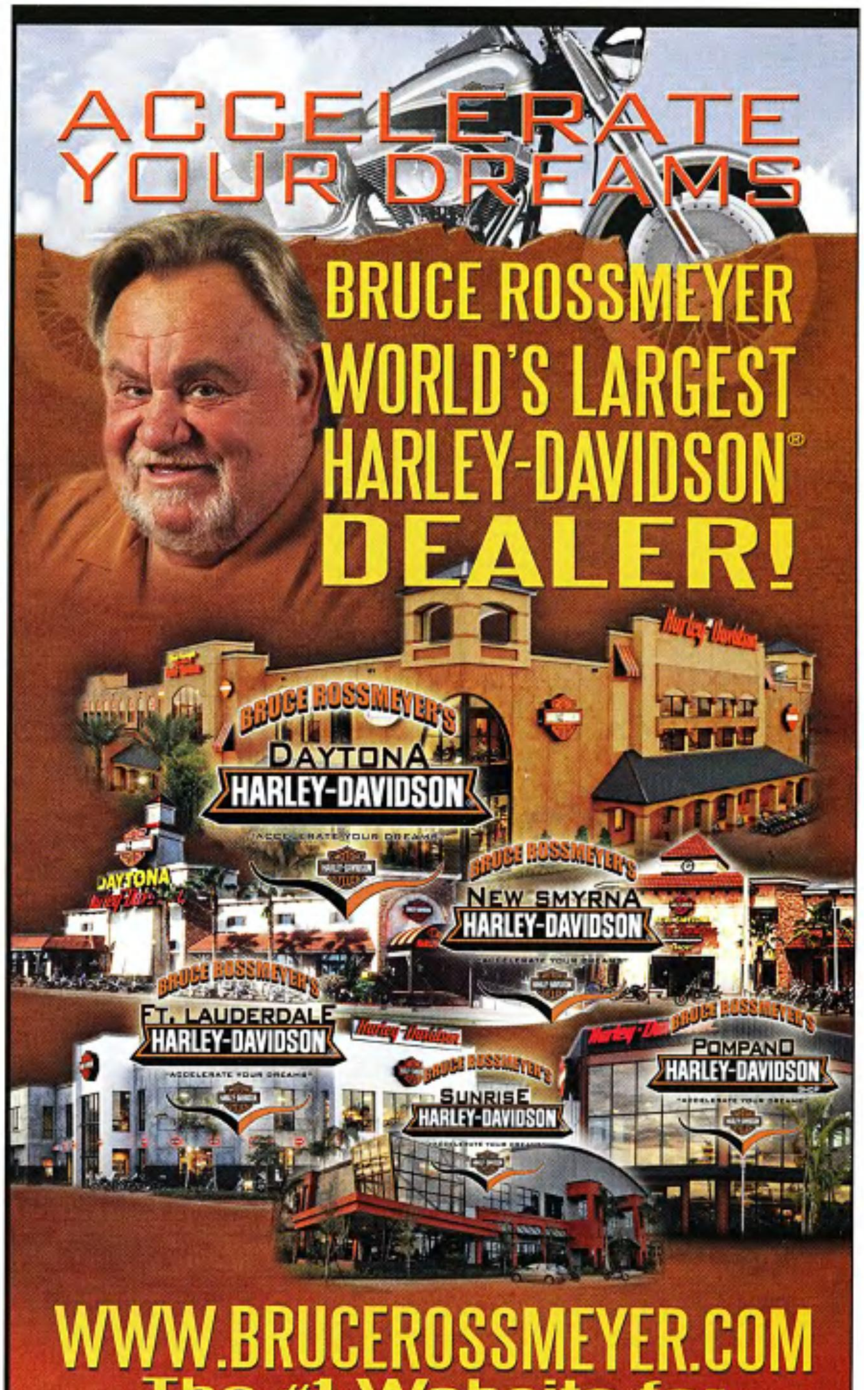

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